Amoskeag Millyard

New Hampshire Division of Historical Resources Survey

By: Lisa Mausolf
Y2000

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March 20, 2000

Todd Connors
CLD Consulting Engineers Inc.
540 Commercial Street
Manchester, NH 03101

Re: Riverwalk Development Project, Manchester

Dear Todd:

Enclosed for your review is a copy of the District Area Form which I have prepared, under contract with CLD, for the Amoskeag Millyard. My plan is to submit it to the Division of Historical Resources next Wednesday, March 29th, in order to get it on the agenda for the April 5th Determination of Eligibility meeting. (The group meets every other Wednesday).

Should you have any questions, please do not hesitate to contact me. If I do not hear from you, I will deliver it to the DHR on the 29th.

Sincerely,

Lisa Mausolf

Lisa Mausolf

NHDHR Area letter

Name of Area Amoskeag Millyard		*AREA FORM*
County Hillsborough	06C	☐ Project Area
Town/City Manchester	M03	☒ Potential Historic District
ventory form numbers in this Area		
Individual forms:		
Present Use(s): COMMERCE/TRADE;	COT	
INDUSTRY/PROCESSING/EXTRACTION;	IPE	
RECREATION AND CULTURE	REC	
Original Use(s):		
INDUSTRY/PROCESSING/EXTRACTION	IPE	
Period of Significance: c.1970-1936		
General Condition: fair-good		
Setting: riverfront industrial area		
Acreage:		
UTM Ref.:		
USGS Quad.: Manchester South **scale:** 1:24000		
Surveyor: Lisa Mausolf		
Recorded by: Lisa Mausolf		
Date of field survey: Nov. 1999-March 2000		

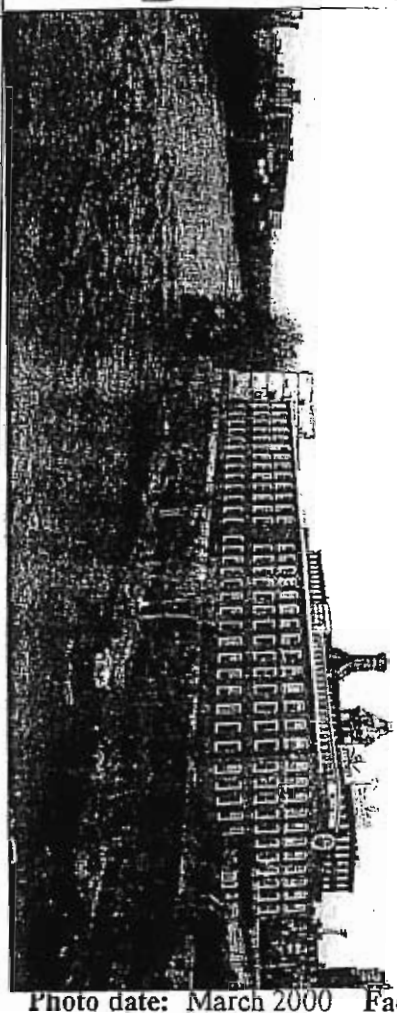
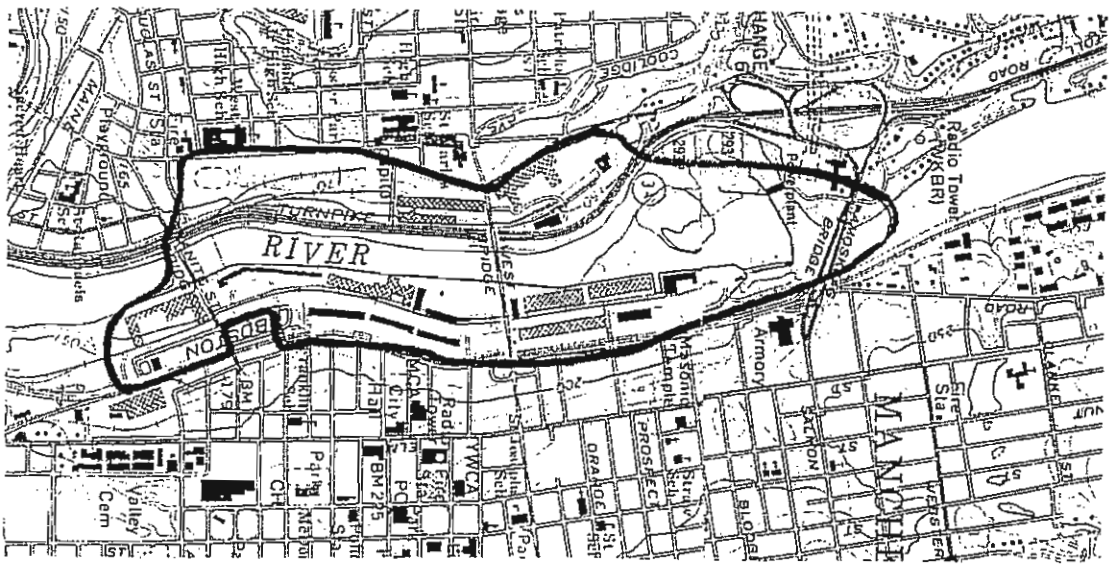


Photo date: March 2000 **Facing:** north

Roll #: 2 **Frame #:** 15A

SKETCH MAP: Draw a general map of the Area indicating all properties within it. Shade and number each property for which individual inventory forms have been completed. Label streets including route numbers, if any. Attach separate sheet if space is not sufficient. Indicate north with arrow.



NHDHR Area Letter: Continuation sheet used: Yes ☒ No ☐

ARCHITECTURAL DESCRIPTION:

Spanning both the east and west banks of the Merrimack River for more than a mile in the center of Manchester, the Amoskeag Manufacturing Company millyard evolved over a period of about one hundred years, from the construction of the first mills and power canals by the company in the 1830s to the company's collapse in 1936. While the millyard reflects changing architectural styles and tastes, it is defined as much by its layout and homogeneity of building materials and features. Constructed between 1838 and 1915, the main mill buildings were constructed, enlarged and rebuilt according to designs by Amoskeag Company engineers. Despite varying dates of construction, the buildings are fairly uniform in appearance, dominated by the predictable rhythm of segmental and rectangular window openings, many of which are framed by brick lintels and granite sills. Many of the early mill buildings display iron tie rods and corbelled cornices. Earlier gable-roofed buildings were later replaced by flat roofs. There are several distinctive landmark towers, which were mostly later additions. Several of the towers have lost their original decorative tops.

The major portion of the Amoskeag Millyard is located on the eastern bank of the river. As originally constructed, the millyard on the east bank of the river was dominated by four and five-story, red brick mill buildings forming two long, almost continuous parallel rows stretching almost a mile along the river with a lower canal located between the rows and an upper canal to the east located between the mills and Canal Street. Rather than being laid out in a long straight alignment, the layout incorporated a gentle curve. Long, narrow, three and four-story canal buildings lined the western banks of the canal. As described by Randolph Langenbach in 1968, "the dense and continuous mass of red brick buildings flow together into a unified and organic whole."[1] Between Granite Street and Langdon Street the millyard was a planned closed industrial space - walled on the east by the upper canal and its buildings, on the west by the river and on the north and south by high iron fencing. The demolition of various mill buildings over the past thirty to forty years has broken the continuum, leaving various structures standing in isolation. Over the years, a total of nine bridges were constructed by Amoskeag to cross the upper canal with fifteen bridges spanning the lower canal. Thirty-five overhead bridges ran from mill to mill and allowed the products of one mill or room to be transported to another while avoiding the cost of trucking the material. Today, few of these overhead bridges survive. The canal bridges were removed when the canals were filled with sand in the 1970s as part of Urban Renewal. In all, approximately one-third of the millyard components on the east side were demolished as part of Urban Renewal. Parking lots now occupy the previous sites of the demolished buildings.

Development on the west bank of the river occurred somewhat later than that on the east side and began in the 1870s. The siting of the buildings on the west side is less dense in nature as the buildings were no longer dependent on canals for water power. Surviving resources on the west side include two large mill buildings as well as a variety of auxiliary buildings including storehouses and a pattern house. A number of additional structures were lost in the construction of the F.E. Everett Turnpike in the 1950s while Mill #12 was demolished in 1980 for parking.

At its peak in the 1910s, the Amoskeag Manufacturing Company included more than thirty mill buildings and a wide variety of support structures. Today eighteen major mill buildings survive as well as a few of the cotton warehouses, picker houses and other structures used by the company. Other extant resources which help define the millyard include the present dam, the remains of two earlier dams, remnants of the transportation canal system, gate houses, components of the power system and the abutments of three river bridges. A description of the individual resources which comprise the district follows, beginning at the north end of the east side of the river and continuing southward before describing the resources on the west side of the river. Buildings/site numbers are keyed to the attached sketch map.

Surveyor's Evaluation:

NR listed: district ☐	NR Criteria: A☒	NR Eligible:			
indiv. listing(s)	B☐	district	☒		
within this district 0	C☐	indiv. eligible w/in district	☐		
Integrity Yes ☒ (some)	D☒	not eligible	☐		
No ☐		need more info	☐		

If this Area Form is for a Historic District: # of contributing resources 42

# of non-contributing resources 24

SHPO Office - Reviewed for Determination of Eligibility (date):

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[1] Randolph Langenbach, "An Epic in Urban Design", Harvard Alumni Bulletin, April 13, 1968.

NORTHERN DIVISION

1. Hydroelectric Station, 1924. Contributing building. [Photo 2]

Constructed in 1924, the hydroelectric station is a large brick building capped by a flat roof with a stepped parapet on its north end. Centered on the north end is a large, semicircular arched, multi-paned opening. At the base of the arch are double doors with 3 x 4 panes of glass over three recessed vertical panels flanked by matching fixed side panels.

Above an exposed concrete foundation, the west elevation is punctuated by eight bays of two-story, vertical metal windows with flat arch brick lintels. Smaller rectangular windows with pivot sash are located above. The elevation is topped by a dentil-like course of brickwork. On the east elevation there are eight bays of slightly smaller metal windows.

Construction on the new powerhouse and wing dam was begun in 1920 in order to utilize more completely all of the river's available water power. The power house was constructed just south of the old Manchester Stocking Company (later occupied by the P.C. Cheney Company) which was removed. The interior steel roof trusses were erected by the Boston Bridge Works and are 72 feet long. Construction of the hydroelectric station was completed in 1924 and the building originally contained three turbine generators. During the flood of 1936, the Merrimack River reached the seventeen foot mark over the dam. The dam was saved by the efforts of 1,500 workers and 166,000 sandbags. Public Service of New Hampshire purchased the facility in 1936 and the original generators are still in service today. At full flow the station can generate sixteen million watts (16 megawatts) of electricity.

Some remnants of old foundations, possibly of an old mill or sluiceway leading into an old mill, are found near the present location of the canoe portage, to the east of the hydro station.[2]

2. Dam, 1921. Contributing structure. [Photo 2]

Constructed in 1921 this concrete dam is 750 feet long and 45 feet high. The dam extends from the hydroelectric station (#1) to the head gate house (#6). Adjustable weir gates at the fish later automatically raise or lower depending on the elevation of the river.

Earlier dams were built in 1837 and 1871. The later dam was built further downstream. Work on the new dam was begun in 1920 and it was completed late in 1921.

[2] Information from Richard Gurall, P.E., Senior Engineer, Public Service Company of New Hampshire, January 6, 2000.

3. Former Arch/Wing Dam, 1871. Contributing structure. [Figures 14 & 15]

Visible only when the water level is low, remnants of the former 1871 dam are located roughly under the Bridge Street overpass. The dam consists of a curved main dam about 420 feet long, extending from the west bank of the river to the rocks located to the east of the middle of the stream. The eastern section of the dam consists of a straight wing dam about 230 feet long with a wing extending to the gate house (#6). About three-quarters of the curved section has been breached although the loss may be limited to the coping stones. The wing dam section has apparently suffered a more serious breach which may extend the height of the original dam walls.[3]

The curved stone dam was built by Amoskeag in 1871 to more efficiently harness the Merrimack's potential for hydro-power. Work on clearing a channel for the new dam at the Falls was begun in 1866.[4] In preparation for the new dam, the "guard house" (probably referring to the head gate house) was raised four feet in 1870 and its foundation reinforced. The new dam replaced an earlier stone dam begun in 1837 and finished in 1840. In comparison to the 1840 dam, the 1871 dam was two feet higher, perfectly water-tight and a little lower downstream. The main wing of the new dam was curved in order to give a more gradual and better entrance to the main canal. According to an article written in 1871, the dam is eight feet wide at the top and ranges in height between 8 and 28 feet with an average height of 12 feet. Construction of the dam was overseen by engineer Edwin H. Hobbs and under the personal direction of its designer, Ezekiel Straw, agent for the Amoskeag Manufacturing Company. The total cost of the dam was $60,000.[5]

This dam was rendered obsolete by the construction of the new dam (#2) in 1921 and the breach in the wing dam was probably made at that time.

4. Remnants of Former Dam, c.1837-1840? Contributing structure.

Ripple effects in the water when the river is drawn down suggest that remnants of an early 19th century dam may survive underwater. Further investigation is needed to determine whether the remains are part of the stone dam completed in 1840 or an even earlier wooden dam.

The purpose of the early dam structures was to still the water flowing into the transportation canal while bypassing the rapids at the falls. According to an 1871 newspaper article, the old dam was straight with wings for the canals. Construction was begun in 1837 and finished in 1840. The stone work for the dam was executed under the direction of David A. Bunton, who served as mayor of Manchester in 1861 and 1862. The 1840 dam took the place of an older wooden dam. According to the 1871 article, the 1840 dam was to be "hoisted out of the water" although it is not known if this was actually carried out.[6]

5. Remnants of Blodget's Canal, by 1807. Contributing structure. [Figure 13; Photos 3-5]

On the east side of the upper canal basin remnants of the old loose stone walls which once lined an early 19th century transportation canal are still visible. Just to the east of the Head Gate House (#6) is the nose of the canal with the remains of a stone lock which once included wooden gates.

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[3] Information from Richard Gurall, Public Service of New Hampshire, January 6, 2000.
[4] "New Dam at the Falls", Daily Mirror & American, August 23, 1866.
[5] "The New Dam at Amoskeag Falls", Daily Mirror and American, August 4, 1871.
[6] Ibid.

In 1794, shortly before the construction of the eastern Massachusetts Middlesex Canal, Samuel Blodget began construction of a transportation canal that would shuttle river traffic on the Merrimack River around Amoskeag Falls. After two initial attempts were destroyed, the canal was redesigned. Blodget's canal was about 9/10ths of a mile long and is thought to have had about six locks.[7] The locks were completed in 1806. Blodget's Locks and Canal opened on May 1, 1807 and Samuel Blodget died a few months later.[8]

When completed in 1807, Blodget's canal ran from just south of today's Amoskeag bridge and above the Amoskeag Falls dam. Although the canal was only used as a transportation canal for a few years after his death in 1807, it later became part of the Amoskeag Corporation's Upper Canal. Today, roughly the northernmost twenty percent of Blodget's canal still survives in the vicinity of the basin.[9]

6. Head and Flood Gatehouse, c.1840 (altered c.1922). Contributing building. [Figures 16-18; Photo 5]

This L-shaped, flat-roofed, brick structure consists of a head gate house running in an east-west direction at the east end of the dam with a slightly-smaller flood gate house extending to the south from the west end of the head gate house. The present brick building is the result of extensive alterations to an earlier clapboarded gate house which was capped by a combination gable-hip roof. The head gate house is constructed on granite blocks which correspond to the original structure on the site. There is a metal overhead garage door on the east end of the building and the south elevation is punctuated by five metal windows. The flood gate house is constructed above concrete flood gates and also features metal windows. There does not appear to have been a flood gate house on this site prior to 1922.

A building was apparently constructed on this site sometime after 1840. There does not appear to have been a gate house here in 1840 when a plan of the real estate and water privileges of the Amoskeag Corporation was made [fig. 1]. The head gate house building was intended to regulate the flow of water into the canal while the flood gate house provided an outlet for excess water.

7. Ice Weir, c.1840 (with later additions). Contributing structure. [Photo 6].

Constructed of large granite blocks with steel gates, the ice weir is located to the south of the flood gate house, on the west side of the upper canal basin.

It is believed that an ice weir was probably part of the early design of the Amoskeag power canal. In 1890 Amoskeag built a new ice weir on this site, at the upper end of the canal.[10] The steel which is present today indicates that the weir has been rebuilt over the years.

8. Red Gate House, rebuilt 1909. Contributing building. [Figure 19]

The so-called Red Gate House is a small, single-story brick building capped by a low gable roof. The building is punctuated by segmental openings that are for the most part boarded-up. The north end of the building is clapboarded. The deck surrounding the gate house was constructed by Public Service Company of New Hampshire as an overlook in 1998. To the south of the building, the east wall of the lower canal is visible from the overlook.

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[7] R.A. Southworth. "Sam Blodgett's Canal", American Canals, November 1981.
[8] Grace Holbrook Blood. Manchester on the Merrimack. Manchester, NH: Manchester Historic Association, 1975, p. 92.
[9] Information from Richard Gurall, January 6, 2000.
[10] Mirror and American, June 3, 1890.

The Red Gate House was reconstructed in 1909 as part of the project that constructed the Northern Division powerhouse (#9).[11] A photograph taken in 1909 showing the construction of the dam south of the building [figure 19], shows that the Red Gate House was then a clapboarded building. The building served as an intake screen house and is located on the site of the former gate house at the entrance to the lower canal. The building served dual purposes - it regulated water flowing into the lower canal and was the head works for the 54 inch penstock supplying water to the condensers in the boiler room at the steam plant. Today, the building houses switching gear for the nearby substation.

9. Northern Division Powerhouse (1909 with 1937 addition and alterations). Contributing building. [Figures 20-21; Photo 7]

Constructed in 1909 to the north of Jefferson Mill (#12), the Northern Division Powerhouse originally consisted of a two-story brick steam turbine station oriented in an east-west direction just north of the Langdon Mill wasteway with a long, narrow two-story boiler house extending to the north of the turbine station, forming an L-shaped plan. In 1937 a taller two-story brick and concrete boiler room addition was constructed to the north of the steam turbine station, with a switch room partially obscuring the northern part of the original building facade. At about the same time approximately half of the old boiler house, north of and including the smokestack, was removed.

As seen today, the original steam turbine station is a two-story brick building capped by a low gable roof with a central clapboarded monitor with continuous glass panes. The southern elevation displays fourteen bays of segmental openings with granite sills and brick lintels. All of the segmental openings have been filled with brick; some have seen the insertion of smaller 6/6 windows with three-light transoms. The east gable front is punctuated by a large loading opening consisting of multi-pane metal windows set above panels. Centered in the shallow gable above the continuous corbel course is a granite stone with raised letters reading "1909". The northern third of the facade is obscured by the 1937 addition to the north.

Set above a concrete foundation, the 1937 addition is a somewhat taller brick structure with concrete trim which includes a band below the lower level windows, sills on the upper windows and low relief trim at the top of the building. The east facade of the switch room features four, two-level blind rectangular recesses set between shallow piers. Recessed to the north are two additional bays of windows. Punctuating the north and south elevations are segmental upper windows containing pairs of 9/9 metal windows separated by wide mullions. The lower level windows are rectangular. The north wall also has small 3 x 3-light upper windows. Two precipitators rise from the flat roof.

Extending at right angles to the turbine engine house are the remains of the two-story brick boiler house. All of the segmental openings have been covered. Buttresses flank the first floor openings and originally supported a gantry system which transported coal into the steam plant. A concrete ramp and concrete blocks from the gantry are still visible in the yard in front of the building.

The northern division power house and boiler house, consisting of a turbine engine station and a boiler house, was constructed north of the Jefferson Mill (#12) in 1909. The facility was constructed so that the Langdon, Jefferson and Amory boiler houses could be discontinued. The steam turbine station originally measured 151 feet long by 67 feet wide. Projecting from the west end of the turbine station and running north on the river bank, the boiler house originally measured 529 feet long and 44 feet wide and contained sixty-four upright boilers, each 150 horse power. In 1915 the turbine station

[11] Public Service Company of New Hampshire has drawings for the building dated November 11, 1909.

Above the fourth story, the clocktower rests on a square base punctuated by an open arcade of four arches flanked by brick piers. On each elevation six brackets support the projecting eaves of the flat roof. On the upper level which is not as wide, a clock face is centered on each elevation, framed by projecting pilasters with recessed square panels serving as capitols and arched corbelling just below the pyramidal copper roof, which is topped by a ball. The detailing on the north stairtower is quite similar to that of the clocktower except the windows contain single 16/16 doublehung sash and paired cross vents beneath eaves echo those on the adjacent building. The stairtower entrance retains the original double doors, consisting of four-panel units with diagonal board inset. An arched two tier transom, six lights across, caps the doorway. Several covered loading docks constructed of sheet metal project from the east elevation as well as two 20th century, two-story additions with flat roofs and metal windows near the north end. The north elevation of the building is seven bays wide.

To the south, the main (east) elevation of the picker house measures sixteen bays across, punctuated predominantly by segmentally arched window openings containing wooden doublehung, 16/16 sash capped by lintels formed by two rows of header brick with rough-faced granite sills. On the top floor the windows contain new triplehung 4/4/4 sash and the lintels are connected by simple brick corbelling. Between the windows the wall is punctuated by two cross-shaped vents. On the first floor, one of the windows has been bricked-up and replaced with a set of modern glass and aluminum doors with a clear transom. The south elevation of the picker house displays a random distribution of evenly spaced 16/16 windows and a central bay which projects slightly. On the first level there is a garage door, loading dock and an original set of arched double doors, each of which displays four recessed panels.

The Jefferson Mill, also known as Mill No. 10, Northern Division, was constructed by the Amoskeag Manufacturing Company in 1886. The mill was significant in that it was powered by coal-driven steam power rather than hydro power from the Merrimack River. The mill was built on the site of Mechanic's Row, a series of long wooden buildings constructed in 1850 [figure 7]. In April 1886 the Daily Mirror reported that the building was then under construction, the foundation having been laid and the brick work in progress. An accompanying illustration suggests that the mill's clocktower was a subsequent amendment to the original plan. The article indicates that the four-story mill was to be 500 feet long and 100 feet wide with a gravel roof. The picker house, measuring 150 feet by 120 feet was to be two stories tall. The architectural and engineering work is credited to F.P. Sheldon and Superintendent C.H. Manning in the Company's Manchester offices. E.H. Hobbs was responsible for laying the brickwork and Perkins C. Lane directed the carpentry work.[13]

The article estimates that between five and six million bricks would be required to complete the structure. Southern pine was to be used for the floor timbers, with spruce planking and maple and birch flooring. The first floor was to contain a large weave room, with carding machinery on the second floor, the roving frames and dressing machinery on the third floor and the spinning department on the fourth floor. The building was designed to accommodate 4,600 spindles with an estimated capacity of about 100,000 pounds a week, sufficient yarn to supply any deficiency that may occur in the yard. At the time the article was written the mill was not going to be equipped to run by steam although this was apparently later changed. Inside there were six Risdin turbines, yielding a total of 2,000 horsepower, with four powered by the upper canal and two by the lower. The machinery for the picker house was ordered from the Atherton Machine Company in Lowell; the carding machinery with English revolving flyers was to be acquired from Howard & Bullough, England; the roving machinery was to come from the Saco Water Power Company in Saco, Maine; the spinning frames and looms from the Lowell Machine Company and the dressing machinery from George Draper in Hopedale, Massachusetts.[14]

[13] Daily Mirror, April 17, 1886.
[14] Daily Mirror, April 17, 1886.

contained two 5,000 and one 7,500 horse power engines. The power house was converted from coal to fuel oil in 1921.[12] After the demise of the Amoskeag Manufacturing Company, ownership of the property passed to Public Service Company of New Hampshire which continues to own it today. A little less than half of the old boiler house was removed about 1936 and much of the rest of the building was used as a store room and machine shop. The single-story addition on the north end of the boiler house served as an oil pump room. The large boiler room/switch room addition was constructed to the north of the steam plant in 1937. The foundation for another addition was laid in 1943 although this section was never constructed.

10. Bridge Abutments, 1909. Contributing site. [Figure 21]

A bridge was constructed in 1909 when the Northern Division Power House was built to transport ashes from the boiler house to Grand Island. The span is no longer extant although concrete abutments are still visible.

11. Concrete Foundations and Stone Walls, Grand Island, 1921. Contributing structure.

In 1921, when the Northern Division Power House was converted from coal to fuel oil, two large oil tanks, thirty feet high and with a diameter of 115 feet, were constructed on Grand Island, the easternmost of the two islands below the falls. Set above concrete foundations, the tanks were swept away in the 1936 flood. Today, only the concrete foundations and the mortared stone retaining walls on the perimeter of the island remain.

12. Jefferson Mill, 670 Commercial Street, 1886. Contributing building. [Figure 22; Photo 8]

Constructed in 1886, the Jefferson Mill is a brick mill structure located near the northern limit of the millyard on the east bank of the river. Measuring approximately 500 feet long and 100 feet wide, the five-story high main building is located to the north while the three-story picker building to the south measures 150 feet by 125 feet. The buildings rest on a granite block foundation and are capped by a low pitched gable roof with overhanging eaves. A three-tier, pyramid-capped square clocktower marks the junction of the picker house and main mill building. An additional stairtower is located on the east elevation with two stairtowers projecting from the river elevation.

The main mill building is a four-story brick structure with an additional level exposed on the west (river) elevation. The rhythm of the regular fenestration is broken by two projecting towers, a clock tower at the southern end of the east elevation, adjacent to the picker house, and a simple four story tower, which separates the mill into two sections each twenty-two bays across. The predominant window type on the main mill is a doublehung 20/20 sash fit into a segmentally arched opening with a brick lintel and rough-faced granite sill. A number of the window openings, particularly on the first floor of the east elevation, north of the tower, have been replaced with c.1950 metal windows.

The facade of the clocktower projects slightly and is lit by a single segmentally arched window on each of three stories. Each opening consists of a pair of 9/9 windows fit into one segmental arched opening. The wall surface is recessed slightly and set off by plain pilaster strips, with a more narrow recessed panel running the height of the tower to each side. At the base of the tower is a single-story entrance three bays wide, capped by a low gable roof. The center entrance contains a pair of aluminum and glass double doors with a clear transom and an upper multipane semicircular fixed sash. A central keystone and four rows of header bricks serve as a lintel. Flanking each side of the entrance is a single 6/6 window with a smaller three pane semicircular transom and a three-row brick lintel. The springblocks of the arches are connected by corbelled brick. An asymmetrical extension of the gable roof shelters a concrete loading dock to the north.

[12] Amoskeag Bulletin, December 1, 1921.

According to the 1886 newspaper article, the Jefferson Mill would add more to the total wages paid by the city's various manufactories than any new enterprise established in Manchester since the opening of the Amory mill six years earlier. "When in operation it will employ, all told, 500 people, and the pay-roll will average about $600 per day. A force of nearly 200 men is at present employed in the work of construction, and it is expected that it will be completed and equipped about January 1, 1887. The total cost of the new mill when completed and equipped will only be equal to the present payroll of the Amoskeag Manufacturing Company for four consecutive months, and about equal to the value of the product of the company for two consecutive months".[15] The Jefferson Storehouse just south of the Jefferson Mill was erected in 1887 and was removed c.1970 as part of Urban Renewal.[16]

In 1939 the building was owned by Amoskeag Industries and there was a worsted goods factory on the first floor with the Amoskeag Fabrics Corp., manufacturers of cotton and rayon fabrics occupying the rest of the building. Blackstone, Inc., manufacturers of spun synthetic yarns were located here in the 1960s. The building was acquired by Peter Van Wyck in the 1970s. Hendrix Electronics, Inc. began leasing about half of the building in 1980.

13. Jefferson Mill Boiler House, 1886. Contributing building. [Photo 9]

This brick boiler house was constructed in 1886 as the steam plant for the Jefferson Mill (#12). The east wall of the building of the building was originally concealed by the adjacent Cotton Store House (no longer extant) and as a result there are only two windows on this elevation, which are later additions. A large circular brick stack rises from the center of the flat-roofed building.

Facing the river, the west elevation of the boiler house has fourteen regular bays of window openings. The first floor openings consist of small elevated arched openings which have been boarded-up but display brick lintels and stone sills. The second floor windows consist of elongated 1/1 sash connected by a band of corbeled brick which runs at a height even with the center of the upper sash. The third story is punctuated by wooden 8/8 replacement windows with a similar brick band acting as a continuous lintel. The overhanging eaves are supported by squat wooden brackets.

The north wall of the building is windowless. On the south side there is a recessed panel door on the first floor and a second story window which is capped by a brick band which acts as a lintel.

14. Cotton Store House (site), 1887. Contributing site.

Although the site of the former Cotton Store House is now an unpaved parking lot, it does appear to retain various foundation fragments of the former structure. The east elevation of the site consists of a stone wall topped with several course of brick and a concrete cap. A set of brick and concrete steps descend from the Commercial Street sidewalk to the lower parking lot. A brick wall is located to the south, also with a concrete cap.

15. Langdon Mill No. 2, 155 Dow Street, 1868. Contributing building. [Figures 23-25, Photo 10]

The southernmost of the two original Langdon Mills (and the only one which survives), the Langdon Mill No. 2 is a four-story brick building constructed in 1868 to contain spinning and weaving functions. Located at the northeast corner of Dow

[15] Daily Mirror, April 17, 1886.
[16] Amoskeag Bulletin, December 15, 1914.

and Commercial Streets, Langdon Mill No. 2 measures 284 by 75 feet and extends in a north-south direction, roughly parallel to the river. At the north end of the building is an attached three-story picker house, sixty-four feet by forty-nine feet. Centered on both the east and west elevations of the main mill is a projecting stair tower, with sixteen bays of openings on either side of the tower. The bays of segmental window openings are recessed between shallow brick piers punctuated by diamond-shaped iron tie rods. Most of the windows have been replaced by 6/1 sash but retain their original brick lintels and rock-faced granite sills. The first floor windows contain replacement 9/1 sash and the basement openings have been filled with brick. A few window openings have been filled with louvered panels. A corbel course surrounds the building under the flat roof's projecting eaves.

The central tower on the west elevation is two bays wide and all of the former tower openings have been filled with brick, above the stone sills. Adjacent to the original tower is a modern brick addition of the same height, a single bay wide. Also facing Commercial Street is a concrete loading dock and three modern entrances consisting of metal and glass doors with transoms. Each is set above a brick stoop and sheltered by a shed roof resting on iron brackets.

The tower on the east elevation is more decorative in its detailing. The front of the tower displays three connected semi-circular arches above the third story openings. That in the center is slightly wider and above the arch the building's construction date "1868" appears in projecting bricks. Above granite and brick bands, the top of the tower has three arches on the front and two on each side. The tower, which was originally open, has been enclosed by glass.

At the base of the tower there is a pair of modern double-doors of varnished wood and glass, capped by a four-light arched transom. The entrance is sheltered by a curved plexiglass and metal door hood resting on plain braces. To each side of the entrance is a narrow arched window, four panes long. Above the entrance, the second and third floor, segmentally-arched windows display brick lintels and smooth granite sills. The windows are divided by wood mullions into three upper and lower panes of glass surrounding a central, single-pane window which is almost square. The third floor windows are flanked by narrow round-topped windows. At the north end of the east elevation, the former picker house measures six bays wide and is fronted by a wooden patio and deck with canopy. It now contains a restaurant.

The Langdon Manufacturing Co. was incorporated in 1857 with a capital of $500,000 but did not begin to operate its Manchester mills until 1861. What was known as Langdon No. 1 was originally constructed for a wall paper manufactory, the Blodget Paper Company, which produced the nation's first wallpaper at its Manchester mill.[17] The former wall paper factory was converted into a cotton mill in 1860. (It was demolished by Amoskeag in 1935.) In April 1868 the Amoskeag Company began the work of erecting Langdon Mill No. 2.[18] Langdon No. 2 was constructed to contain spinning and weaving functions with a three-story picker house at its north end. In front of No. 2 Langdon, or South Langdon, were shops where leather top rolls for all the mills were covered.

By 1874 the Langdon Mills employed 854 workers producing 90,000 yards of cotton sheeting and shirting per week.[19] The Langdon Manufacturing Co. was sold to the Amory Manufacturing Company in 1887. In 1894 Sanborn Insurance Maps indicate that the first floor of Langdon Mill No. 2 was used for weaving, with mule spinning on the second floor, carding on the third and ring spinning, slashing and warping on the fourth.

In 1905 the Amoskeag Manufacturing Co. voted to buy the Amory Mills. During Amoskeag's ownership, the first and second floors housed weaving with carding on the third floor and spooling and spinning taking place on the fourth. In 1915

[17] Alan M. Schwartz. Guide to the Records of the Amoskeag Manufacturing Company at the Manchester Historic Association, 1985.
[18] Mirror and American, April 30, 1868.
[19] United States Textile Manufacturers' Directory, 1874. Boston: National Association of Wool Manufacturers, 1874, p. 1970.

a new elevator was installed in the building with bathrooms installed in the former elevator tower.[20] In 1935-6 Langdon Mill No. 1, the Langdon office and storehouse were razed by the Amoskeag Manufacturing Company in an attempt to lower its property taxes.[21]

By 1939 Langdon No. 2 had been purchased by the Myrna Shoe Co. for use a shoe factory. The Myrna Shoe Co. started at 341 Kelley Street in 1936 and manufactured novelty shoes for women. At its height the company produced 2,000 pairs of women's shoes each day and employed 800. In 1974 the company, still owned by Sam and David Schaer, employed 200-300 workers. Langdon No. 2 was proposed for demolition as part of the city Urban Renewal project but was later spared.

16. Amory Mill, (Mill No. 3, Northern Division), 150 Dow Street, 1879-1880 with 1892 additions. Contributing building. [Figures 26-28; Photos 11-13]

Located to the south of Langdon No. 2 (#15), the Amory Mill consists of an original five-story brick mill measuring 519 feet by 94 constructed in 1879-1880, with an extension measuring 103 by 101 feet added at the north end in 1892.[22] Attached to the south of the main mill is a former picker house, 88 by 85 feet, four-stories high, with an adjacent wheel house. Beyond this there is an attached coal shed, initially a single-story in height and expanded to three stories for use as a filter and cotton store house in 1913. The five-story cotton storehouse at the south end was constructed between 1891 and 1897.

The principal, east elevation of the Amory Mill displays four full stories, capped by a low gable roof with overhanging eaves that are supported by bold brackets. There are two stair towers projecting from the east elevation of the original mill building. The northern tower projects a full story above the adjacent building. Above the third story level the building's date of construction "1879" is articulated in raised brick. There are three narrow arched windows above the numerals; the center opening is slightly wider. The multi-light windows are capped by a semicircular arched projecting brick lintel with corbel stops and display granite sills. There is a brick band above the fourth floor. The tower's flat roof displays projecting eaves and brackets with a flat corbel course. At the base of the tower there is a single-story covered walkway of recent construction, capped by a standing seam metal roof with a gable at each end. The windows above contain 8/8/8 sash with brick lintels and smooth granite sills. The southern of the two towers on the east elevation is similar to the north tower except its front face is punctuated by additional narrow windows a half story higher and lower, displaying rough granite sills. At the base of this tower is a recessed, arched opening with modern double doors.

The remainder of the east elevation is punctuated by a regular rhythm of windows with brick lintels and rough granite sills. The openings now contain 10/10/10 replacement sash. There are seventeen bays of openings to the north of the north tower, seventeen bays in the area between the two towers and an additional thirteen bays of openings to the south of the south tower. The north part of the building is partially fronted by a shallow loading dock supported by wooden brackets. Most of the original loading openings have been filled with brick and replaced by modern metal loading doors. An additional modern loading dock is located to the south of the south tower. The adjacent double doors retain two rows of transom lights set into a segmental opening. The entrance is capped by a gable door hood.

Adjacent and to the south of the main mill is a five-story picker house which measures eight bays wide. Next, the two-story section to the south, capped by a sloped roof and measuring three bays wide, originally functioned as an engine room. Further south are two sections, each five stories high and six bays wide, which functioned as cotton storehouses. The section to the north was originally a single-story coal shed but was expanded and converted to a cotton storehouse in 1913.

[20] Amoskeag Bulletin, September 1, 1915.
[21] Arthur M. Kenison. Dumaine's Amoskeag: Let the Record Speak. Manchester: Saint Anselm College Press, 1997.
[22] Amoskeag Bulletin, vol. 2, no. 11, May 1, 1914.

The flat-roofed storehouses both have distinctive narrow, recessed openings with rough stone sills and some of which retain their 4/4 sash. Added to the east side are two angled loading bays on concrete, which appear to date to the mid 20th century, supplementing an earlier wide arched door with diagonal boards.

The long west elevation of the original mill building was constructed with a single central tower which is a single bay wide and otherwise without detailing. A single-story brick addition was added to the south of the tower base c.1900 while the single-story, concrete block addition on the north side was added later in the 20th century. An additional stair tower was added between the main building and the north addition when the latter was added in 1892. The projecting cornice on this tower has been partially removed although the tower is notable for retaining the only remaining 19th century window on the building - an arched opening containing a wooden 15/15 window with a rough granite sill. A small single-story addition sheathed in sheet metal and resting on a concrete foundation was constructed just to the south of this tower between 1915 and 1939. An additional single-story section was constructed at the south end of the west elevation of the original mill building at about the same time.

The Amory Manufacturing Company was incorporated by an 1879 act of the Commonwealth of Massachusetts. The Amory Mill in Manchester was constructed in 1879-1880, north of the Stark corporation on land purchased from the Amoskeag Manufacturing Company in 1880. Amoskeag also built and equipped the mill.

The Amory Mill housed carding, spinning, dressing and weaving functions. The mill was named the "Amory" in honor of manufacturing pioneer, William Amory (1804-1883) of Boston. Amory served as the treasurer of the Stark Mills all but four years from 1839 to 1876, as a director of the Langdon Mills and a director in the Manchester Mills and its successor the Manchester Print Works from 1839 until 1871. The building was designed by Civil Engineer George W. Stevens. The contractors were C.F. and J.M. Hull of Providence, Rhode Island. The beams of the floors of the mill were made of Georgia pine, 14 x 16 inches and were covered with four-inch spruce plank, which was in turn covered with Georgia pine and maple boards, 1 1/4 inches thick. The walls of the mill are hollow and were constructed of brick from Hooksett. The stone for the foundation came from the Amoskeag Company's quarry. When completed, the mill was supplied with 50,000 spindles and 928 looms, employing 1,000 workers and specializing in sheeting and denim production. The first floor of the mill was devoted to weaving, the second to carding, the third to ring spinning and the fourth to mule spinning. Products made here included a high grade of sheetings, shirtings and jeans of varying widths. About 900 operatives were employed here at the start.

The coal house measuring 100 feet square was designed so that cars could pass directly over it, allowing the contents of the cars to be easily dumped. At the southern end of the building the five-story cotton house, 98 by 94 feet, had a capacity of 6,000 bales. In 1892 the Amory extension was constructed.

In 1905 the Amory Mills were purchased by the Amoskeag Manufacturing Company as part of the Amoskeag's efforts to dominate textile production in Manchester. Several members of the Amory board of directors were Amoskeag officials. In 1913 the former coal house was replaced by a three-story building set above a concrete foundation and containing a filter and cotton store house. The filter supplied water to the bleachery of the central division and later to the dye house. It was intended to be an alternate source to the upper and lower canals or the reservoir. A canal six feet wide, 63 feet long and eight feet deep with a concrete top ran through the middle of the building.[23] Construction of the new filter building also necessitated the construction of a new elevator in the Amory cotton storehouse.[24] The former Amory boiler house was

[23] Amoskeag Bulletin, vol. 2, no. 1, December 1, 1913, p. 2.
[24] Amoskeag Bulletin, August 1, 1913.

demolished in 1913 and stood slightly to the north of the extant boiler house. A monitor was constructed on the roof of the Amory Mill in 1913.[25]

The 1939 and 1954 Sanborn maps show that the Amory Mill building was then occupied by the Amoskeag-Lawrence Mills Inc. yarn factory.

16A. Boiler House, 1939. Noncontributing building (due to lack of associations with Amoskeag Manufacturing Co.)

To the southwest of the Amory Mill, fronting Commercial Street, is this small, single-story boiler house. The brick building rests on a concrete foundation and is capped by a sloped roof. The south side is punctuated by sliding wooden doors under a steel beam and there are sliding vertical board doors on the north side. The remaining fenestration consists of metal windows.

According to the 1939 Sanborn map, the boiler house was being built at that time by the Amoskeag-Lawrence Mills, Inc.

17. New Bag Mill (Mill No. 4), 540 Commercial Street, 1915. Contributing building. [Figure 29; Photo 14]

This former Bag Mill was constructed in 1915 to replace an earlier, outdated bag mill constructed in 1864 with an annex added in 1888. The lower level of the three-story brick building is set below the level of the sidewalk surrounded by a grassy ditch. The building is capped by a long, clapboarded monitor which is centered on the flat roof.

On the long east elevation the central four-story, flat-roofed tower is capped by brick decorative bands including corbeling, dentils and arches with corbeled stops. Above the upper windows is a granite stone reading "1915". The front of the tower measures two bays wide and is punctuated by two segmental windows on the fourth story each containing two pairs of 4/4 windows. A single window, alternating in placement between the first and second bay, lights each of the three levels below. At the base of the tower, the double-doored entrance retains its four-panel doors filled with diagonal boards and multilight transom. The entrance is fronted by a short steel deck which transverses the ditch. The north and south sides of the tower display blind openings.

On either side of the tower, each half of the principal east elevation is divided into twenty-two bays of openings, several of which are slightly more narrow. The upper half of the segmentally-arched openings has been filled with boards above a pair of 6/6 wooden windows (or in a few cases a pair of 4/4 windows). The windows are capped by an arched lintel consisting of three courses of header brick; the sills are rough-faced granite. The top of each brick pier is topped by a set of three corbeled stops, with that in the center centered above those flanking the windows. Above this there is a continuous band of corbelling below the metal flashing. Superimposed on some of the piers are steel I-beams.

The north elevation of the building is randomly punctuated by 4/4/4 and 2 x 2 windows. A two-story elevated walkway connects the bag house to the boiler house to the north. The rear (west) elevation of the building facing the river has two unadorned towers with a brick loading dock adjacent to the base of each tower.

This building was constructed on the site of the old bag mill which was demolished to make way for the new building. The foundation for the building was laid in the fall of 1914 and work was begun on the construction of the new 500 ft. by 120 ft. building in March 1915. In 1915 the Amoskeag Bulletin reported that the new building "is being constructed around the old

[25] Amoskeag Bulletin, vol. 2, no. 1, December 1, 1913.

mill".[26] The new building incorporated various improvements in comparison to the earlier structure. When completed, the new mill had the capacity to produce 50,000 bags a week rather than the 35,000 bags produced weekly in the old building. The new building was run by electricity rather than water power. All dust was carried into the old Jefferson boiler house chimney, doing away with the necessity of erecting a dust chimney. The inside walls of the building were constructed of white or "sandlime" brick to assist in making the rooms light.[27] Records of the Amoskeag Company stored at Harvard University include a reference to the Bag Mill Stiffening, 1934.[28] The meaning of the reference is not known although it may refer to the addition of exterior buttress reinforcements.

18. Stark Mills Picker House (Mill #5 North), 500 Commercial Street, 1881. Contributing building. [Photo 15]

The Stark Mills Picker House is a four-story brick building with basement, constructed just west of the lower canal and north of the bridge crossing in 1881. The building is oriented with its longer elevation running in an east-west direction. Recessed segmental arches extend the height of the building on all four elevations, between shallow brick piers. The building is surrounded by a continuous corbel course with stops at the top of each pier. A projecting granite water table encircles the structure below the first floor. The modern 12/12 replacement windows are capped by lintels formed by two courses of brick. The sills are rough granite.

Centered on the south elevation is a projecting four-story tower, two bays wide and a single bay deep. Centered above the second and third stories is a granite stone reading "1881". There are six bays of window openings and a blind bay to the west of the tower. To the east of the tower are eight bays of windows with that to the east set apart slightly.

Both the east and west ends of the building feature low parapets which extend slightly above the flat roof. The west end of the building is fronted by a narrow, three-story section which housed a wheel room on the first floor with pickers on the second and third floors. An exterior elevator shaft with smoked glass was added at the northwest corner of the building c.1985 and is capped by a gable with a corbelled arch. The east end of the building contained dust flues with an elevator at the southeast corner. This elevation displays six recessed arches extending the height of the building; only the southernmost contains windows - a 12/12 window on each floor. Until the early 20th century a covered walkway led from the southeast corner of the Stark Picker House to the northwest corner of Stark Mill No. 3 (no longer extant). The passageway was probably removed when the Notre Dame Bridge was constructed in 1937.

Construction of the new brick picker house for the Stark Mills was begun in July 1881 with the foundation installed by Amoskeag workmen.[29] The building was constructed just north of the east end of where the new McGregor Bridge was constructed in 1882-3. In 1880 the Stark Mills used 21,000 cotton bales a year, each bale weighed about 500 pounds.[30] According to the 1915 Sanborn map, a rope cable for transporting baled cotton ran from this building to the Stark Mills cotton storehouse on the west side of the river.

The building was rehabilitated in 1985 and converted into condominiums in 1987.

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[26] Amoskeag Bulletin, vol. 3, no. 7, April 1, 1915.
[27] Ibid.
[28] List of Amoskeag Manufacturing Co. Inventory Items, Harvard University. [Manchester Historic Association files].
[29] Mirror and American, July 14, 1881.
[30] Mirror and American, March 15, 1880.

CENTRAL DIVISION

19. Machine Shop Buildings, 400 Commercial Street, 1880-1, 1890. Contributing building. [Figure 30; Photo 16]

Fronting the west side of Commercial Street, just north of Stark Street, in the Central Division of the Amoskeag Millyard, the former Amoskeag Manufacturing Company Machine Shop is a three-story, brick building set on a granite foundation and capped by a low gable roof. The main section of the building is aligned in a north-south direction with the southern portion of the building (dating to 1890) measures 240 feet long and 54 feet wide while the adjacent section to the north (constructed in 1880-1) has a frontage of 190 feet and at 48 feet, is recessed slightly from the adjacent section to the south. Extending to the northwest from the north end of the building is a two-story, gable-roofed section measuring 70 feet by 41 feet, which also dates to 1880-1. Brick corbels below the roofline which continue as brick parapets above the roofline mark the fire walls which separate the various sections of the building. A tall brick chimney rises from the exterior of the north wall of the main three-story building. The building was extensively renovated in 1986 and all of the windows were replaced with modern windows as part of the renovations. Most of the entrances to the building correspond to historic openings although several new additional entrances were also introduced as part of the renovations.

The main (east) elevation of the building displays two full stories with lower basement level openings that are largely filled with brick. The regular fenestration rhythm consists of long segmentally arched openings on the first floor, filled with modern triplehung 8/12/12 sash. They are capped by brick lintels with rough-faced granite sills. The slightly smaller window openings on the top floor are filled with modern 12/12 sash, also with granite sills. Adjacent to the windows, the continuous brick cornice projects slightly at the tops of the windows, where the lintels would normally be. The east wall of the northern portion of the building (that constructed in 1880-1) is recessed slightly and is punctuated by a regular arrangement of identical modern 12/12 windows on the top two floors, set into segmental openings. The basement level windows on this section are filled by either two-paned or 8/8 windows.

An offcenter stairtower projects slightly from the east elevation of the southern portion of the building. Level with the roof of the adjacent wall, the tower has a flat roof and is three bays wide. Centered on the stairtower the segmental door opening has modern, metal and glass double doors capped by a multi-light transom. Sheltering the entrance is a shed roofed canopy resting on two simple triangular trusses. Two 8/8 windows light the basement. There are two 12/12 windows on the second floor flanking a horizontal granite stone reading "1890" in the central bay, above which an early 20th century cast iron, curvilinear street light is mounted. The third story of the tower is lit by three 12/12 windows.

In addition to the main entrance on the east side, there are four additional entrances on the east side of the main building. The former segmental door opening to the south of the tower has been filled by a multi-pane window. There are also three entrances punctuating the east wall of the north half of the main building, all marked by shed-roofed, trussed canopies. Two of these entrances appear to be modern inserts. A second floor loft opening has been filled with brick. This opening originally led to a bridge leading to the shop building which formerly stood adjacent to the lower canal (later filled in to make Commercial Street). There is a single-story, gable-roofed projection near the north end of the mill building, corresponding to a basement entry. One of the projection's two doors is a modern metal door while the other is a c.1880 four-panel door of which only the two panels are visible and are filled with diagonal flush boards.

The narrow, south end of the building is five bays wide with the lower level openings filled with brick. The north end of the building is without window openings. The long, continuous western wall displays three full stories of window openings owing to the fact that the building site slopes downhill to the west. Nearly centered on the west elevation and marking the line between the 1881 section to the north and the section to the south, constructed in 1890, is a four-story elevator tower which is 26 feet wide and 12 feet deep. The flat-roofed tower rises above the height of the main roof and is capped by a simple cornice of two projecting brick bands. The west face of the tower is two-bays wide with 12/12 openings on the west face and 8/8 on the north and south sides. The tower is fronted by a concrete loading dock with a metal sliding door on the

lower level. The window openings to the south of the tower consist of 8/12/12 on the two lower levels with 12/12 windows on the upper story.

To the north of the tower the windows are all 12/12 and there is an exterior metal fire escape. Markings on the west wall of the south section show the previous location of a single-story sawdust collector which has been removed. The single-story, gable-roofed projection on the north section of the building appears to be a recent addition. Above the west side entrances, painted letters differentiating the entrances (G, H, J) are still visible. Several of the entrances are sheltered by shed-roofed canopies. A 3 x 6-light window has been cut into the wall below the second floor on the southern part of the building.

Set at an angle to the main machine shop, the northernmost section of the building presents a single-story eastern facade to Commercial Street with two full stories exposed on the west side. This part of the building is capped by a composite roof consisting of a nearly flat section at the center from which gable slopes descend to the east and west. The east side is punctuated by a series of twelve openings of which four are to the south of a brick parapeted fire wall. Several of the window openings have been blocked. A low gable wall dormer marks the main entrance to this section, containing a modern set of wooden double doors. The remaining working windows contain modern 8/8 sash. The west side of the building is fronted by a c.1989 patio and a projecting glass atrium entrance. Many of the original lower level openings on this elevation have been replaced by large, modern multi-light windows.

A machine shop building was first constructed on this site by the Amoskeag Manufacturing Company in 1840. The present machine shop building dates to 1880 and 1890, when the original machine shops were rebuilt. The machine shops played a major role in the growth of Amoskeag. According to an article appearing in a Manchester newspaper in 1890, "no building of this giant corporation is more closely identified with its great prosperity or has a more interesting history than the machine shop...these machine shops have done as much to spread the reputation of the company as the cotton mills themselves."[31] The Amoskeag Company built its own dams, canals, mills, shops, storehouses, dwelling and boarding houses and also equipped in large part, the mills of other corporations locating here. The numerous materials produced by the machine shop were critical to the operation and efficiency of the entire complex.

The original machine shop building which stood on the site of 400 Commercial Street was constructed in 1840, contemporary with the building of the first mill on the east side of the Merrimack River. The original building was 256 feet in length, 36 feet in width and three stories high and was located on the lower canal. Early products manufactured in the machine shop included textile machinery, steam engines, boilers, turbines and heavy tools. A second machine shop, 256 feet long, 40 feet high and three stories in height was constructed just to the west of the first machine shop in 1848 and was connected by a bridge. Two foundries were built in 1842 and 1848. The machine shops were originally constructed to make machinery for the mills, but gradually the business was enlarged and locomotives and stationary engines, boilers, turbine wheels, steam fire engines, guns and other work were produced. Steam locomotives were produced from 1849 until 1859 when the production of steam fire engines began. Steam fire engines continued to be produced in the machine shops until 1876 when the operation was sold to the Manchester Locomotive Works, which had also purchased the locomotive works in 1859. During the Civil War, a lack of cotton forced the Amoskeag to diversify and by the end of the War the machine shop had produced 25,000 Springfield Muskets. The McKay Sewing Machine, used largely by the developing shoe industry, was also produced in the old machine shop between 1863 and 1866. After 1876 the machine shop was no longer involved in commercial enterprises. The first machinery built by the Company for its own use were spinning frames in 1862. This was followed by pickers, 1865; railway heads, 1865; drawing frames, 1865; slubbers, 1865; intermediates, 1865; speeders, 1865; cards, 1867; spoolers, 1880; warpers, 1880; quillers, 1881; slashers, 1882; looms, 1885; and a spinning frame, 1901. Among those who have been identified as working in the machine shops was John Rodgers who

[31] Daily Mirror and American, June 10, 1890.

began his work as a sculptor while connected with the office of the machines shops. He reportedly got the clay for his first statues from the foundry and made his models during the leisure hours he could catch from his duties in the office.

The machine shops which were constructed in 1848 were removed in 1880 to make way for the No. 9 mill (no longer extant). The northern part of the building which is now 400 Commercial Street was rebuilt in the 1880s. At 56 feet, it was slightly wider than the original building and three stories high with a flat roof. The southern portion of the building was rebuilt in 1890. As described in 1890, prior to the reconstruction, the first and third floors were to be occupied by the iron working department with the woodworking department located on the second. The new building "will be abundantly lighted with large windows and will be high posted". In 1890 450 men worked in the machine shop. At that time work completed in the shop included the "22d hundred of gingham looms" for the new mill, the shafting and pulleys for the Stark Mill, steam pipe for the Print Works and electric light station and work for outside parties as well.[32]

An insurance map of the machine shop prepared in 1909 indicates that the building included various machine shop and wood working shops as well as a tin shop, belt shop, polishing, brass finishing, and a smithy. The lower part of the building (to the north) housed a coal pocket and annealing area in its southern section and lumber, pulley storage and tumbling in the northern portion. In 1912, 105,000 pounds of bolt iron were forged in the machine shop for bolts ranging from 1/4 of an inch in diameter to 2 1/2 inches in diameter. More than 30,000 cold punch nut blanks were also made that year as well as rods and pipe hangers, shafts, pins and screws.[33] Beginning about 1900 automatic screw machines were introduced, prior to that time screws were made by a machine in which every operation was made by hand. One man could turn out 50 to 110 set screws in one day. With the new machines, 5000 screws could be turned out in one day. The Machine Shop continued to make and repair machinery for the Amoskeag Manufacturing Company until the company's demise in 1936.

The building was later occupied by a variety of industrial tenants. In the 1960s the building was occupied by the Amoskeag Machine Co. Inc. As part of the City's urban renewal efforts many of the buildings which once surrounded the machine shop building were removed. These include Mill No. 9 to the west and the shop buildings which lined the lower canal, once to the east of the machine shop. The former machine shop was sold by the Manchester Housing Authority to University Center Associates in 1986 with the condition that the buyer make various improvements to the building. After considerable renovations, the University of New Hampshire Manchester moved into the third floor of the building in 1986 and continued to lease space in the building until 1999 when the building was sold by University Center Associates to the University of New Hampshire. It is presently undergoing additional renovation.

20. Bridge Abutments, 1882 with 1896 alterations (bridge destroyed in 1936). Contributing site. [Figure 31; Photo 17]

Located in the middle of the Merrimack River are two abutments constructed of granite blocks. Both abutments are pointed on the northern (upstream) side to deflect drift and ice. The western abutment retains an additional stone cap which was apparently added in 1896. The cap on the eastern pier is no longer in place.

These two granite abutments are all that remain of the steam pipe bridge which was built by Amoskeag across the Merrimack in this location in 1882. The original bridge was destroyed by the 1896 freshet but was rebuilt six feet higher the same year. The bridge was designed to carry steam and water pipes with the second level transporting cotton from the

[32] Daily Mirror and American, June 10, 1890.
[33] Amoskeag Bulletin, February 15, 1913.

cotton house to the dye house.[34] The bridge was swept away by the 1936 flood and was not replaced. Bricked up entrance arches are apparent in the mill buildings at either end of the former span.

21. Arms Park, c.1970. Noncontributing site (due to age).

Located on the riverfront to the south of the Notre Dame Bridge, Arms Park is a public gathering area created as part of the Millyard Urban Renewal Project. The sidewalk is paved with concrete pavers and edged by concrete retaining walls with metal pipe railings and reproductions of the late 19th century lamp standards manufactured by the Amoskeag Company. Wide concrete steps descend down to the river.

The park is named for the Arms Textile Mill (originally Amoskeag Mill #9) which produced wool coats during the 1940s and ceased production shortly after World War II. The building was demolished as part of Urban Renewal.

22. Stark Mills #1 & 2, 400 North Bedford Street, 1838/1839/1844 with 1857 alterations). Contributing building. [Figures 32-35; Photo 18]

The Stark Mill building is a five-story brick building with three towers projecting from its long east elevation facing North Bedford Street. The flat-roofed profile on the building and towers is a later (1857) alteration. The south end of the building (Stark No. 1) was constructed in 1838 and the north end of the building (Stark No. 2) was constructed in 1839. The central section connecting the two ends dates to 1844. The central section was originally gablefronted with a central cupola and was flanked by gable-roofed towers but was replaced by a flat roof in 1857 [figures 32 & 33]. The brick facade is punctuated by a regular rhythm of diamond-shaped iron tie rods and there is a brick band at the level of the fifth floor lintels with brick corbelling above. The predominant window is a 1/1 replacement sash with a metal storm sash, set into a rectangular opening with rough granite sills and lintels. Lesser numbers of 12/12 replacement sash are visible on the north and south ends. Historic photographs indicate that the original window was a 12/12 sash.

The original single bay of openings on the southern tower have been filled with brick and there is a modern loading door at the base. Above what would have been the fifth floor opening is a granite stone reading "Stark Mill 1838". A new elevator house has been constructed at the top of the tower in recent years, replacing the previously crenelated and corbelled tower. The northern tower is also five stories in height and a single bay wide. An additional story on the top of the tower has been removed and the tower is without corbelling. The segmental arched openings now contain multilight, modern sash and are capped by two row brick lintels with granite sills. Two stories wide and six stories in height, the central tower is now the most decorative of the three front towers. An additional crenelated and corbeled tower has been removed. There are three recessed quatrefoil openings on each side of the tower. An additional level with two openings and a top (crenellated and later capped by a hip roof) has been removed. At the base of the central tower is an offcenter "Colonial"-style entrance which dates to the 20th century. The vertical plank door is framed by fluted pilasters with transom lights above. There are four bays of windows on either side of the central tower. The faces of both Mill No. 1 and Mill No. 2 are recessed slightly from that of the central section. There are nine bays of openings on either side of the other towers, except for the wall south of the south tower which is six bays wide.

A single-story, addition constructed partially of brick and partially of concrete block with metal multi-light windows and metal doors projects from the east side of the building, north of the north tower and extends along the entire north end. It was added between 1939 and 1954 to house a paint room. The three-story picker room which originally occupied this location was removed between 1915 and 1939.

[34] Amoskeag Bulletin, vol. 1, no. 12, May 15, 1913.

At the south end of the building is a three-story section thirty feet wide, originally constructed as a picker house. This section was later used as a bleach house and an additional three-story addition was constructed to the east (no longer extant). What remains today projects slightly from the adjacent wall of Mill No. 1 and has been refaced with brick, after the removal of the later bleach house addition between 1939 and 1954.

The west elevation of the Stark Mill curves slightly and features a continuous corbelled cornice. There are two towers on this side, that to the south has been partially rebuilt resulting in some loss of corbelling. The Canal Street elevation is largely fronted by a combination of single-story, sheet metal clad and two-story concrete block additions, constructed after 1954. The additions rest on a granite wall which originally marked the boundary of the lower canal.

The Stark Mills Corporation was incorporated in 1838 with a capital of $500,000 and commenced operations in 1839. The Stark company was supposedly named in honor of Revolutionary War General John Stark. The Stark Mill, like the Amory and Manchester Mills, was constructed on land purchased from Amoskeag. Amoskeag constructed the buildings and manufactured much of the original textile equipment for the Stark Mill. Amoskeag and Stark shared many common directors and management throughout the 19th century. What is now Stark Mill No. 1 was the first cotton mill in operation on the east side of the Merrimack River. The south end of the building (Stark No. 1) was constructed in 1838, while the north end of the building (Stark No. 2) was constructed in 1839 and in 1844 they were connected by another building.[35] Originally there was a picker house, 112 feet wide, attached to the north end of the building but this has been removed. A more narrow picker house, thirty feet wide, is still extant at the south end of the building. The first two Stark Mills were reportedly designed by Captain Phineas Stevens who also designed the first two Amoskeag Mills (#26).[36] An additional Stark Mill (Stark No. 3) was completed just to the north in 1848 (no longer extant). The mill buildings were powered by the upper canal.

An 1844 Manchester directory indicates that at that time the Stark Mills comprised two mills, each 166 by 50 feet, containing a total of 17,000 spindles and 500 looms. In that year the Stark Mills consumed three million pounds of cotton, employed 450 females and 90 males and produced seven million yards of sheetings and drillings annually.[37] In 1848 the machinery in the No. 1 Mill included 21,400 spindles and 662 looms producing sheetings and drillings.[38]

On March 16, 1850 a fire broke out in Mill No. 1 destroying the upper story of the north wing (the second mill built). After the damage to the building was repaired, some of the looms in the building were allocated to the manufacture of seamless bags. The bags were made on looms invented and patented by Cyrus Baldwin, a Manchester mechanic.[39] The bags were made in sizes ranging from a capacity of three pints to four bushels and were used to contain coins, ore, grain, bread and for sugar straining.

In 1857 the two Stark Mills buildings to the north of the Amoskeag buildings were raised to a height equal to the Amoskeag buildings with flat roofs installed, "like them and of nearly the same design and appearance".[40] The rooms were enlarged and remodeled to accommodate the bag looms. During the Civil War, owing to the difficulty in obtaining cotton, new bag

[35] Mirror and American, April 21, 1874. Later, under the ownership of the Amoskeag Co., this combined building was known as Stark Mill No. 1.
[36] Mirror and American, April 3, 1874.
[37] Emery's Directory and Annual Advertiser, 1844.
[38] The Farmer and Visitor, March 25, 1854.
[39] The Farmer and Visitor, March 25, 1854.
[40] The Daily Mirror, June 1857. (Scrapbook, p. 71). The article reports that "the other building, next the counting-room, will not be raised at present, if it is at all. The front is much improved in appearance by this addition, and would present a still better look if the other building were raised to the same height as these two".

machinery was obtained from England and the bags were made of linen. After the War, cotton was again used for bags and the linen machinery was then used for crash and towelings.[41]

In 1874 the Stark Mills made crash and towelings of linen as well as sheetings, drillings, cotton duck and bags in cotton. At the time they were making 2400 to 10,000 bags a day; eighteen million yards of all kinds of goods annually or 60,000 yards a day - 54,000 cotton and 6,000 linen - about 34 miles. The yarns produced by the Stark Mills were coarser and heavier than those made by other Manchester mills and utilized more cotton in proportion.[42]

In 1901 the Amoskeag interests sold the Stark Mills which were absorbed into the U.S. Cotton Duck Corporation. Prior to the sale the Stark Mills shared a close working relationship with Amoskeag and both corporations employed the same selling agents and corporate officers. In 1922 Amoskeag acquired the Stark Mills from International Cotton Mills, which then owned the property of U.S. Cotton Duck.[43]

The building was later occupied by the Anchor Manufacturing Company, manufacturers of electrical specialties. The other Stark Mill building to the north (originally known as Stark Mill No. 3 but last known as Stark Mill No. 2) and the three-story building along the upper canal (Stark Mill No. 4 constructed in 1844) were removed as part of Urban Renewal.

23. Mill Girl Statue, 1988. Noncontributing object (due to age). [Photo 19]

Located just to the south of the south end of Stark Mill and standing approximately nine feet tall, this bronze statue depicts a young girl dressed in a cape. It is intended to be representative of the many young girls who worked in the textile mills in the late 19th century. The statue is the work of sculptor Antoinette Schultze and was a gift of the Bean and Hunt Foundations. It was dedicated September 9, 1988 by the City of Manchester Park and Recreation and Art Commissions.

24. Mill #8, Central Division (Gingham Mill), 340 Commercial Street, 1874. Contributing building. [Figure 36; Photo 20]

Constructed in 1874, Mill No. 8 is located at the southwest corner of Stark and Commercial Streets, just to the north of Mill No. 7 which it echoes in detailing. Measuring 68 feet by 260 feet, the Mill No. 8 is oriented with its narrow end, four stories in height, facing Commercial Street and a lower level exposed to the west side. The flat-roofed brick building is surrounded by a rough granite water table with granite corner quoins below. The bays of windows are set within shallow recesses separated by brick piers punctuated by quatrefoil-shaped, iron tie rods. The predominant window is a modern 16/8 vinyl sash and is topped by a brick lintel, with a granite sill. The north elevation of the building measures 32 bays wide while the rear (west) elevation displays six bays. At the center of the north, south and west elevations are wrought iron balconies. A corbelled brick cornice is visible on all elevations with a projecting metal cornice above. An elevated walkway still connects Mill No. 8 with Mill No. 7 to the south although it has been resheathed in metal in recent years. An additional walkway on the north side once connected Mill No. 8 with Mill No. 9 (no longer extant).

Projecting from the center of the east elevation is a stair tower with a facade measuring three bays wide. The sides of the tower are two bays wide with blind arches. The front of the tower is embellished by a set of three semi-circular arches, connected by a continuous lintel, above which the date of construction (1874) appears in raised brick. Punctuating the top of the tower there are three quatrefoil windows, with the largest in the center. At the base of the tower, the central opening

[41] Crash was a coarse, light, unevenly woven fabric of cotton or linen, used for towels and curtains.
[42] Mirror and American, April 21, 1874.
[43] Dumaine's Amoskeag: Let the Record Speak, p. 19-20.

has been blocked down to accommodate a modern wood door with sidelights. The entrance is sheltered by a metal canopy suspended by metal chains. To each side of the entrance is a narrow, doublehung window with an upper sash measuring 2 x 4 lights and a lower sash which is 2 x 2. Centered above the entrance on each of the two upper levels are segmentally arched openings containing a pair of 3 x 4-light sash over a pair of 2 x 3 sash.

An article on the Amoskeag Manufacturing Company appearing in the Mirror and American in April 1874 noted the new gingham mill was about to be constructed and the stone for the building was just being cut. In June the paper reported that the new gingham mill was "rising rapidly". The stone for the building came from the Amoskeag Company quarry and the approximate one million bricks required by the mill came from Hooksett. Inside, the Southern pine beams, white oak columns, 3-inch hemlock plank for the floors and Southern pine top floor all came from South Carolina. There are 62 columns on each floor, with a diameter of ten inches on the first floor, nine on the second, eight on the third and nine-and-a-half on the fourth. The mill was to be used entirely for the manufacture of ginghams and was to contain 1,000 looms, all made in the company's machine shop. Power for the mill came from the center wheel in Mill No. 7. A culvert 200 feet long was to run between the two mills and carry the shafting. An iron bridge was to connect Mill No. 8 with Mill No. 7.[44]

According to the 1897 and 1915 Sanborn maps, the first floor of this building housed dyeing operations while weaving took place on the three upper floors. At the time of the 1939 map the building was being used by the Arms Textile Manufacturing Co. to store wool. In 1946 the building was occupied by Singer Snow Clothes. The two and three story river mill buildings behind the mill were removed as part of Urban Renewal, as was Mill #9.

25. Mill #7, Central Division (Gingham Mill), 324 Commercial Street, 1869. Contributing building. [Figure 37; Photo 21]

Mill No. 7, originally containing a dye house and gingham mill, consists of a central section running in a north-south direction flanked by two perpendicular wings. The four-story building in the center, measuring 120 feet long and 67 feet wide, functioned as a dye house. The four-story north wing, 203 by 67 feet was used for dyeing and dressing. The three-story south wing was also a dye house (see New Dye House, 286 Commercial Street, #25, discussed below).

The northern section of Mill No. 7 is parallel to Mill No. 8 (#23) and the two share many stylistic similarities. Here too, the windows are set in shallow, segmentally arched recesses between brick piers. The rectangular 16/8 replacement windows are set into segmentally arched openings with brick headers and rough granite sills. A granite belt course surrounds the building below the first floor and the lower level is decorated by granite quoins. At the center of the north elevation, which measures 25 bays, there are three metal balconies resting on curvilinear metal brackets. Similar brackets support the overhang of the roof above. As on Mill No. 8, there are multiple arched iron lamp standards with glass globes mounted on the walls. The main entrance on the east elevation contains a modern metal and glass door. It is sheltered by a metal canopy and is fronted by a concrete stoop. A metal-sided roof top structure emerges from the flat roof. A modern loading dock is located at the rear of the building. The central section of Mill No. 7 has twelve bays of openings facing Commercial Street, to the south of a five-story elevator shaft.

Mill No. 7 was constructed in 1869.[45] The foundations for the building were being constructed in June 1869, north of the new dye house on land which had heen filled. Several wooden buildings were removed to make way for the new structure.[46] An article appearing in the Mirror and American in 1874 described the north wing as being occupied by 750 gingham looms. The middle section of Mill No. 7 was then occupied by the dressing machinery for the gingham looms. According

[44] Mirror and American, June 11, 1874.
[45] Browne, The Amoskeag Manufacturing Company, 1915, p. 103.
[46] Daily Union, June 5, 1869.

to the 1897 and 1915 Sanborn maps, the north building contained dyeing rooms on the first floor, quilling on the second and beaming on the third and fourth. On the 1897 map, the central section is labeled as a dye house with dyeing on the first floor, "drawing-in" on the second and third and winding on the fourth. By 1915 it functioned solely as a dye house. By 1939 the building was being used as a worsted mill. In 1952 Waumbec took over the No. 7 Mill. The two and three-story river buildings behind the mill were removed as part of Urban Renewal.

26. New Dye House (Old Blue Dye), 286 Commercial Street, 1868. Contributing building. [Figure 37; Photo 21]

Located at the south end of the Mill No. 7 complex, the so-called New Dye House was constructed shortly before Mill No. 7.[47] The three-story brick building measuring 203 feet long and 67 feet wide is set with its narrow end facing Commercial Street. Like the rest of Mill No. 7, the building displays pilastered brick walls with a lower level accented by granite quoins. The brick corbels of the cornice are slightly longer than those in the adjacent mill. The predominant window type is a 16/8 replacement sash.

Projecting from the center of the east facade is a two-story stairtower which displays a facade which is punctuated by two bays of uneven widths. The modern door is fronted by a concrete stoop and capped by a metal canopy on brackets. Rising from the top of the flat-roofed tower is a c.1990 stuccoed addition punctuated by two-pane horizontal windows.

Projecting from the south side of the building is a two-story, flat-roofed section which is four bays wide. Constructed as an engine room, this section displays stone quoins on the lower level but lacks the decorative corbels of the rest of the building.

The dye house was constructed in 1868 to allow Amoskeag to color additional yarn for 400-600 more looms. Its construction was followed by the erection of a new gingham mill the following year. In 1874 the dye house employed about 150 operatives, split fairly evenly between men and women. In the dye house 60,000 pounds of yarn could be dyed in a week and at that time, all of the colored yarn used in the mills was dyed here.[48]

In 1936 the Marion Electric Co. was established here, initially leasing the space formerly occupied by the Amoskeag chemical laboratory. Marion Electric initially employed 25 people and manufactured electric measuring and electric testing apparatus.

Formed in Canada in 1930, the Habitant Soup Company established its Manchester processing plant in the ground floor of Mill No. 7 in 1938. Initially the company employed fifteen people. In 1946 the plant was enlarged and new equipment was added. At its peak, as many as 80,000 cans of soup were produced daily. In 1968 the company was sold to Catelli. The local Habitant plant closed in 1983. The building later housed Amoskeag Bank Shares computer operations center. The building was ordered sold by the Bankruptcy Court after the closure of Amoskeag Bank in 1991 and was purchased by Dean Kamen in 1992.

27. Amoskeag New Mills (#1, #6, #2), 300 Bedford Street, 1840/1860. Contributing building. [Figures 38-42, Photos 22 & 23]

Giving the appearance of a single structure, this five-story brick building incorporates the first two mills built on the east side of the river by the Amoskeag Manufacturing Company for their own use. Originally identical in appearance, Mill No. 1 (to the north) and Mill No. 2 (at the south end) were constructed in 1840-1 with each measuring 157 feet long, 48 feet

[47] Ibid.
[48] Mirror and American, April 3, 1874.

wide and four stories in height. In the 1850s the original gable roof was raised a story and given a flat roof profile. The buildings originally were separated by a distance of 88 feet but this space was filled by Mill No. 6 in 1860. Projecting slightly at each end of the building is a three-story picker house.

The building displays a corbel cornice and iron tie rods. The rectangular window openings have granite sills and lintels. Originally containing 12/12 sash, the openings are now filled with translucent c.1960 panels. All of the entries on the east elevation contain modern metal and glass multi-light doors sheltered by gable door hoods supported by plain brackets. Both the north and south picker houses are notable for retaining several loading doors on upper stories, displaying pairs of four-panel or three-panel doors, with some of the panels filled with diagonal boards.

There are three towers on the principal east elevation. The most ornate of the three is the central tower which extends a full story above the roofline of the mill with a set of three incised quatrefoil recesses on each face. Above is an open belfry with three narrow, semi-circular arched openings with granite sills on each side. The top of the tower is corbelled and capped by a flared hip roof with copper weathervane. A segmental opening on the third floor has been filled with brick. The northern tower is a single-bay wide, unadorned except for the brick cornice. Projecting from the base of the tower is a modern brick, gabled entry constructed c.1980.

The west elevation facing Canal Street displays six full stories. The continuous corbelled cornice extends across the elevation. There are four simple towers on this elevation which is fronted by a single-story brick annex on the stone wall which once defined the canal. The single-story section is punctuated by continuous segmentally-arched openings with rough granite sills. Like the openings on the main mill, these have been filled with modern panels. Historic maps indicate that the annex was in place by 1897.

The first two mills constructed by the Amoskeag Manufacturing Company for their own use, Mills No. 1 and 2 were planned and built by Capt. Phinehas Stevens, who also designed the first two Stark Mills.[49] Mills No. 1 and 2 were built as exact duplicates of each other in 1841, 157 feet by 48 feet and four stories high with gable roofs. In the 1850s the gable roofs were replaced by flat roofs.[50] A new building connecting Mills No. 1 and 2, known as Mill No. 6, was constructed in 1860 for the manufacture of fancy goods.[51] Picker houses are located at each end of the mill. A description of the mill in 1874 stated that it contained 500 looms for weaving tickings and other heavy goods, preparatory machinery for the same and also machinery for making yarns for 750 gingham looms in another mill. The machinery then included 288 cards, 33,000 spindles and two slashers which did the dressing for the heavy looms. In 1874 the mill employed 400 workers at a ratio of 3:1 female to male. The mill took its water power from the upper canal and the machinery was driven by four turbine waterwheels. In 1874 the mill produced 6000 pounds of ticking daily as well as 3000 pounds of finer yarns for ginghams.[52]

In 1897 carding took place on the first and second floors of Mills No. 1 and 2 with roving on the third and ring spinning on the upper three floors. Mill No. 6 had a wheel room on the first floor with roving and ring spinning upstairs. The building was purchased at auction by the Bee-Bee Shoe Manufacturing Co. in 1941. The company became one of the leading manufacturers of women's and children's casual shoes in America and grew from a work force of 100 workers in 1941 to 700 in 1954. Public Service had a substation in the south end of the single-story brick annex.

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[49] Mirror and American, April 3, 1874.
[50] An article appearing in the Daily Mirror in June 1857 reported that the Stark Mills were being raised like the Amoskeag Mills had been previously.
[51] Amoskeag Manufacturing Company, Board of Director Minutes, December 29, 1859 & February 1860.
[52] Mirror and American, April 3, 1874.

To the south of Mills No. 1, 6 and 2 and along the upper canal was a three-story brick building containing the counting house and offices as well as store and cloth rooms. A projecting bay window marked the location of the mill agent's office. The building was constructed in 1869 and demolished as part of Urban Renewal.

28. Amoskeag Mill #3, 200 Bedford Street, 1870. Contributing building. [Figure 43; Photo 24]

Although the tower of Mill #3 prominently displays the date "1844" in projecting bricks, the present building dates largely to 1870 when the original building was rebuilt. The flat-roofed building is approximately 440 feet in length and four stories in height with a continuous band of projecting bricks surrounding the building under a projecting metal cornice. The bays of windows are set in arched recesses between shallow piers. Most of the openings contain rectangular replacement 20/12 sash dating to c.1990. They are capped by lintels formed by two courses of header bricks and display rough granite sills. Centered on the principal east elevation, the central tower rises five stories in height with a flat roof and projecting eaves. At the top of the front face, is a set of three quatrefoil windows, that in the center being slightly larger. The date "1844" appears in raised bricks and there is an arcade of three semicircular arches united by a continuous molding of raised brick topping two narrow windows flanking a wider central window. The more slender windows contain 2 x 5/2 x 3 sash while the central segmental opening is filed with modern glass and metal mullions. At the base of the tower the entrance is fronted by a modern metal canopy supported by metal posts. There is a concrete ramp with pipe railing. A four-story glass and metal stairtower was constructed in 1998 to the north of the original stair tower. It was designed by architectural firm of Lavallee/Brensinger of Manchester. There are seventeen bays of windows on either side of the three-bay wide east central tower. At the north and south end the facade projects out a single bay. Each of these end sections have a facade which is seven bays wide. At the north end of the building is a single-story section with a curved northwest corner. This originally functioned as the engine room. The flat-roofed section rests on a granite foundation and is topped by a decorative continuous course of brick. The entrance on the north end contains a modern door but is capped by a hip hood resting on triangular iron brackets with inner circles. The south end of the building displays eight blind upper arches above markings which correspond to the former picker building which was removed c.1970.

Centered on the west (Canal Street) elevation is the original five-story tower, two bays wide and a single bay deep. Seven bays of window openings separate the central tower from more shallow projections, also five stories in height, to the north and south. Some of the adjacent windows are fronted by iron balconies.

Mill No. 3 was originally erected by the Amoskeag Company in 1844 and was "thoroughly" rebuilt in 1870 with a flat roof substituted for the original gable roof.[53] The building is 440 feet in length and has a width which varies from 65 to 72 feet. Carding, spinning and weaving took place in this building. A new picker house for Mill No. 3 was constructed in the 1860s.[54] In 1874 the mill contained 800 looms with preparatory machinery including 264 cards, 4000 mule spindles and 25,000 throttle spindles weaving principally denims and cotton flannels totaling 60,000 pounds a week. At that time the mill employed 350 male and 150 female workers and the machinery was driven by three turbine water wheels, 7 to 9 feet in diameter. A Corliss engine served as back-up when there was not enough water.[55] The building's three-story picker house measuring 135 feet by 60 feet at the south end was removed in the late 1960s or early 1970s. Two elevated covered pedestrian walkways extended from the west side of Mill No. 3 to the lower canal building to the west with an additional walkway spanning from the east stair tower to the canal building to the east on the upper canal. These were removed prior to the 1960s.

[53] Mirror and American, April 3, 1874.
[54] Amoakeag Manufacturing Company, Treasurers Report, July 1866.
[55] Ibid.

Sanborn insurance maps indicate that in 1939 the building was being used as a wool warehouse. The building was later utilized as a shoe textile and grocery warehouse. Mill No. 3 was renovated in 1988 by a private individual. It was acquired by Dean Kamen in the 1990s as a headquarters for U.S. FIRST (For Inspiration and Recognition of Science and Technology) and a museum of industrial heritage.

29. Amoskeag Mill #5 (Waumbec), 250 Commercial Street, 1899. Contributing building. [Figures 44-47; Photo 25]

Constructed in 1899, Mill No. 5 is a five-story mill building which marks the southern limit of the millyard's central division. Unbroken by the ubiquitous towers which characterize the earlier mill buildings, the eastern facade facing Commercial Street is a monolithic wall of window openings - 44 bays wide. The predominant window is a 12/8 replacement sash with a 4 x 3-light transom set into a shallow recess between brick piers. The windows display brick lintels and rough granite sills. At the top of each bay is a segmental arch lintel flanked by corbel stops. The corbel stops are in turn connected by a narrow width of corbelling. Recessed black crosses are located at top of each of the piers. Separating the windows into sections which are six or seven bays wide (three on the north and south ends) are additional brick piers which are slightly deeper but lack decoration except for stone caps. Most of the basement openings and many of the first floor window openings on the facade have been filled with brick.

The northernmost facade bay contains a projecting entrance porch a single-story in height and capped by a flat roof. The stone above the entrance arch reads "Waumbec Mills, Inc." The entrance would appear to have been added after Waumbec took over the building in 1937. A modern gabled entrance constructed c.1990 projects from the center of the facade. It is constructed of T111 siding. The south facade entrance is marked by a brick projection capped by a low gable roof. The recessed entrance is located within a segmental arched opening and is notable for retaining a pair of four panel doors with the recessed panels filled with diagonal boards and capped by an arched two-row transom.

The picker house to the north is recessed slightly from the facade of the main mill building,. The five-story picker house measures ten bays wide, with a northernmost blind bay. The south end of the building has six bays of windows with two additional blind bays to the east. The north and south ends of the building display simple parapets with granite endstones. Most of the north side openings are filled with brick. Visible on the north end is a long, wooden vertical sign with "Waumbec" painted in gold letters on a black background.

The west elevation facing the river is six stories in height with two projecting towers and a modern loading dock. A single-story Colonial Revival entrance porch projects from the west side of the picker house. The entrance displays brick quoins and granite steps. The wooden double doors are capped by a semicircular fan with cornice returns and "Waumbec" on the stone above.

Mill No. 5 was constructed in 1899, following the demolition of the earlier Mill No. 4 and 5 (constructed in 1847 with later additions).[56] The older buildings were replaced by a new mill measuring 492 feet by 101 feet and five stories in height with a picker house attached to the north end measuring 98 by 153 feet. The main building housed weaving on the first floor, carding on the second, twisters on the third, ring spinning on the fourth and mule spinning on the fifth.

After the demise of the Amoskeag Manufacturing Co., Johnson & Johnson leased part of the building, later relocating to the Coolidge Mill on the west side of the river. Waumbec Mills, Inc. was founded by three brothers, Saul, Albert and George Greenspan and made rayon fabrics for novelty ladies' and mens' apparel goods and drapery fabrics. The company moved into the second story of the building from a small mill in East Manchester in July 1937. It started operations with 150-160

[56] Browne, The Amoskeag Manufacturing Co., p. 103.

workers and 300 new looms. At the time the fourth floor was leased by Hampshire Worsted Mills. In 1943 Waumbec completed negotiations to purchase the entire No. 5 mill. The company employed 1,00 in 1952 and took over Mill No. 7 to expand its spinning and twisting departments. The company was unusual in its field in that it started with raw material and carried it through to finished cloth. In 1962 Waumbec Mills was sold to Berkshire Hathaway of New Bedford, Massachusetts. In 1969 the company was producing a half million yards of fabric weekly. The company ceased operations in Manchester in 1980, at which time it employed approximately 150 workers. In 1991, Warren Buffett, through Berkshire Hathaway, donated the Waumbec Mills Building to the National Council on Community Development. It was immediately sold to Bridge Street Associates, a subsidiary of Qroe Companies of Lawrence, Massachusetts. The building was purchased at auction by Arthur Sullivan and Shane Brady (Brady Sullivan Properties) in 1996.

30. Bridge Abutments, 1870-1 (abutments altered in 1896, bridge destroyed in 1936). Contributing site. [Figure 56; Photo 26]

Three granite abutments in river to the north of Mill No. 5 (#28) once carried the company's main bridge, a 400 foot span extending across the Merrimack to Foundry Street on the west side. The abutments are constructed of rough-faced granite blocks and the upstream side of each pier is pointed. The original bridge on this site was a covered wooden bridge constructed in 1870-1. This bridge was swept away by the big freshet of 1896. It was replaced the same year by a new open bridge with steel trusses. The piers and abutments were rebuilt 3 feet 3 inches higher, an alteration which is clearly visible at the top of the abutments. The 1896 bridge had an 18 foot roadway and an addition on the south side which carried steam pipe, water pipe and wires.[57] The so-called No. 11 Bridge was used by West Manchester workers to reach the mills on the east side. Connected with the bridge was a cotton blower used in transporting cotton across the river.[58] The span was destroyed in the 1936 flood and not replaced. At either end of the former bridge site, bricked-up entrance arches are still apparent in the mill walls.

[57] Amoskeag Bulletin, May 15, 1913, vol. 1, no. 12, p. 7.
[58] Scrapbook, 1936 Flood, Manchester Historic Association.

SOUTHERN DIVISION

31. Manchester Mill #2 (Pandora), Commercial Street, 1850 with 1874 and 1881 alterations. Contributing building. [Figures 48-52; Photo 27]

Manchester Mill No. 2 is a five-story brick building oriented with its 324 foot long elevation running in a north-south direction and the principal facade facing Commercial Street to the east. The facade is punctuated by a regular rhythm of rectangular window openings with rough granite sills and lintels. The original windows were replaced by translucent panels c.1960. There are diamond tie rods between the stories and a corbel course surrounds the building at the base of the flat roof.

Centered on the east elevation is a distinctive six-story c.1870 tower three bays wide with eighteen bays of openings to the north and the south of the tower. Above the fifth floor is a continuous brick corbel course with semicircular corbelled arches marking the ends of the elevation. The arched belfry openings above alternate brick and stone voussoirs with stone springblocks. At the base of the openings are wrought iron railings. The corner piers are topped by granite caps and there is corbelling above the arches. The tall hip roof is sheathed in standing seam copper and is topped by iron cresting and a weathervane bearing "MM" for Manchester Mills. There are hip wall dormers on the east and west faces with circular openings covered with louvers and topped by polychromatic voussoirs. The north and south wall dormers have gable profiles with stepped granite tops. At the base of the tower the entrance is sheltered by a metal canopy and now contains metal doors above a concrete stoop.

Centered on the west elevation is a windowless gable projection capped by a brick corbel course and topped by a rectangular chimney stack. To the north of the chimney is a corbelled, two-story section with blind arches on the west side and small raised windows on the south side. Just to the north of this is a two-story section of lesser height featuring continuous segmental arched openings which have been filled. Above the arcade are small rectangular openings. These two buildings may have originally served as a wool washing house. At the northwest corner of the building is a five-story building, roughly square in plan, which formerly functioned as a picker house.

The north end of the building is seven bays wide and markings indicate the previous location of an upper story connector to Mill No. 1 to the north (no longer extant).

The Manchester Mills were established in 1839 (eight years after the Amoskeag Manufacturing Company was chartered) to produce *mousseline de laines*, printed woolen fabrics. Several of the original incorporators of the Manchester Mills, including Ezekiel Straw, were among the leading stock-holders of the Amoskeag Manufacturing Company. Initially production was centered in Hooksett but in 1845 construction began on a mill in Manchester for the Manchester Mills which would allow for complete manufacture and printing of the fabric. The Amoskeag Company was engaged to build a four-story mill, which was completed in 1846. The company was renamed Merrimack Mills in 1847 and the name was changed again, to Manchester Print Works, just two years later. Between 1846 and 1850 the Amoskeag Company built several additional mills for the Print Works, as well as tenements and boarding houses. Fires destroyed the main building of the Print Works and half of Mill No. 1 in 1853 and 1855 respectively but the company rebuilt.

The No. 2 Mill was originally constructed by the Manchester Print Works in 1850 and measured 324 feet long by 60 feet wide.[59] The building was used for carding, spinning and dressing with an adjacent picker building The mill building was originally 5 1/2 stories in height and capped by a gable roof with dormers. The front tower was also originally gabled.

[59] Browne, p. 107.

At the end of the Civil War, a surplus of the material led to the bankruptcy of the Manchester Print Works. The entire mill complex was sold in 1874 and it was renamed the Manchester Mills by its new owners. According to records of the Manchester Mills Board of Directors, "alterations and renewals" to both Mill #2 and Mill #6 were authorized in 1874 for the manufacture of cotton and worsted goods. The exact nature of the alterations is not specified although the cost of the project was set at $125,000, a considerable sum considering Mill No. 2 was valued at $150,000 in 1874.[60] A survey of the property published in 1877 shows that the building still had a gable roof at that time and the front tower had not yet been altered.[61] The front tower does not yet appear to have been altered. A view of the Manchester Mills published in 1879 shows Mill No. 2 with a low, hip roof and new front tower.[62] In 1881, additional improvement work at a cost of $50,000 was completed on Mill No. 2 including rebuilding the picker building and increasing the mill's opening and carding machinery.[63] Writing in 1875, Clarke noted that Mill No. 2 then contained a thousand looms, ten thousand worsted spindles and 20,000 cotton spindles. The mill employed 165 males and 700 females and produced 200,000 yards of worsted goods a week.[64]

The product line of the Manchester Mills included cassimeres, flannels, cashmeres, and printed cottons. In 1883 the company employed a total of 2,000 workers operating 2,700 looms, 100,000 spindles and 16 printing machines. In 1900-1 the company built the world's largest print and finishing works on the land south of Granite Street, although the anticipated market failed to materialize and the building became known as a white elephant. In 1906 the Manchester Mills were purchased by the Amoskeag. The company's buildings and equipment became part of the Amoskeag's printing and finishing departments and was known from then on as the Southern Division of the Millyard.

The 1939 Sanborn Map shows the building was then owned by Silver Brothers Co., Inc. However soon thereafter the building was taken over by Pandora Industries. Pandora Industries was founded in New York City in 1931 as a children's sweater maker and moved to Manchester in 1940. The company was founded by Saul and May Sidore and her parents. The company was a major sweater and sportswear maker into the early 1980s and at its height employed 1,00 workers and produced 60,000 knitted sweaters each week. In 1983 when the company was sold to Kayser-Roth, part of Gulf & Western, the company had 800 employees. The company was sold two additional times before it was finally forced to close in 1990. May Sidore Gruber retained ownership of the mill building until 1991 when she gave the building to the Mental Health Center of Manchester. In 1994 the Pandora Mill was sold to Dean Kamen.

The bell tower of the Pandora Mill was restored about 1977 at a cost of about $36,000. The trustees of the Norwin and Elizabeth Bean Foundation and Amoskeag Industries each donated $2,500. Pandora paid $5,000 and agreed to maintain the tower. The federal government paid two-thirds of the balance with the City paying the remaining one-third.

The single-story Wet Finishing Building to the west of the Pandora Mill was acquired by Pandora from the Manchester Housing Authority in 1977. The building was later demolished. Manchester Mill No. 1 to the north was demolished as part of Urban Renewal.

32. Manchester Mill #3, Southern Division (Seal Tanning), 1880. Contributing building. [Figures 52-53; Photo 28]

Originally an unbroken line of brick mills forming a continuous river facade, only sections survive of what was known as Mills 3, 5, 6 & 7 in Amoskeag's Southern Division. At the northern end of the complex, Mill No. 3 is currently under renovation. Its east elevation measures 42 bays wide, presents four full stories to Commercial Street and is capped by a

[60] Records of the Board of Directors, Manchester Mills, September 4, 1874. [Manchester Historic Association].
[61] "Manchester Mills, Manchester, N.H.", insurance map, No. 4801, surveyed May 1877 [Manchester Historic Association]
[62] Van Slyck, J.D. Representatives of New England: Manufacturers, Boston: Van Slyck & Co., 1879, vol. 2, p. 338.
[63] Records of the Board of Directors, Manchester Mills, March 19, 1881.
[64] Clarke, History of Manchester, p. 299.

corbel course. Most of the segmental openings contain new, paired 15/9 windows with granite sills and brick lintels. Two bays of bricked-in openings flank the central four bays which contain single-pane windows. Single-pane windows are also located at the ends of the east elevation. Quatrefoil iron tie rods mark the level of the floors. Two three-level wrought iron balconies connected by vertical rods are located on the east wall and span two bays. Projecting slightly at the southern end of the building is a slightly taller stairtower, a single bay wide, with a granite stone reading "1879" located above the fourth story window. The south elevation of the building is now exposed due to the demolition of the adjacent structure. At the northeast corner of the building, the mill originally had an additional corbelled tower, a single bay wide, capped by a high hip roof with iron cresting.

This portion of the Amoskeag Millyard was first operated by Manchester Mills, later the Manchester Print Works. The Manchester Mills was one of several manufacturing firms which purchased land and mill privileges, within the millyard, from the Amoskeag Manufacturing Company. Later, under Amoskeag's ownership, the buildings were known as Mills 3, 5, 6 & 7, Southern Division.

The minutes of the Board of Directors of the Manchester Mills indicate that in February 1879 $100,000 was appropriated to rebuild or renew Mill No. 3. An additional expenditure of $100,000 was authorized in September 1879 for work on Mill No. 3 (and Mill No. 1). Physical evidence confirming this (a stone reading "1879") is still visible on the stairtower on the southern end of Mill No. 3. Manchester Mills No. 3 Mill was constructed as a weaving mill in 1880. The four-story mill measures 432 feet long and 50 feet deep.[65]

All of the Manchester Mills property was sold to Amoskeag in 1906 and became known as the Southern Division of the Amoskeag millyard. In 1915 the Sanborn map shows that Mill No. 3 was being used exclusively for weaving. After the demise of Amoskeag in 1936, the 1939 Sanborn map indicates that Mill No. 3 was being used as a wool storage building by N.E. Southern Mills. By 1954 the building was owned by the Stephen Spinning Company and it was later taken over by Seal Tanning. The section of Mill #5 which was just to the south of Mill #3 was demolished in 1999. The building is currently being renovated for offices.

33. Manchester Mills #5 (Southern Portion), 1889. Contributing building. [Figures 52-53; Photo 29].

To the south of Manchester Mills #3, the recent demolition of the northern part of Mill #5 has left a free-standing section which is fourteen bays wide and five-stories in height. The arcaded first floor openings on the east wall are separated by granite springblocks. The segmental arched window openings are set between brick piers and are capped by rough granite lintels. The building is capped by a corbel course. The north elevation is fronted by a metal exterior staircase.

This building was originally part of the Manchester Mills, later the Manchester Print Works. The Manchester Mills was one of several manufacturing firms which purchased land and mill privileges, within the millyard, from the Amoskeag Manufacturing Company. Later, under Amoskeag's ownership, the connected buildings were known as Mills 3, 5, 6 & 7, Southern Division.

Mill No. 5 was built in two sections. There are conflicting accounts as to when exactly the two parts of the building were constructed. In his 1915 history of the Amoskeag Manufacturing Company, George Waldo Browne states that the north

[65] Browne, p. 107.

half of the No. 5 Mill was built in 1855 while the south half was constructed in 1889.[66] The report produced by the Historic American Buildings Survey in 1967 indicates that both parts of the building date to 1889. It appears that the southern portion was constructed in 1889 although the northern section took shape between 1879 and 1885.

The construction of Mill No. 5 is closely related to the construction of its neighbor to the north, Mill No. 3. An insurance map of the Manchester Mills produced about 1877 indicates that at that time, what later became known as the northern half of Mill No. 5 was considered the southern end of Mill No. 3 and contained the Cloth House. The corresponding illustration of the building depicts a mill which is three stories in height (as opposed to the present five-story structure). The map also indicates that the space now occupied by the southern section of Mill No. 5 was then occupied by a single-story dye house. Writing in 1875, Clarke confirms that between "number three and number six mills is an irregular one-story building...used as a dye house for cotton and wools."[67]

Both Mill No. 3 and Mill No. 5 began to assume their present appearance a few years after the c.1877 insurance map was prepared. Mill No. 3 was rebuilt in 1879-1880. In 1885 the Board of Directors voted $33,000 to "extend the No. 3 new weaving mill southerly on the foundation already laid". This appears to refer to what later became known as the north section of Mill No. 5. Finally, in April 1889, the Board voted that "Mill No. 5 be extended to Mill #6 and the necessary wide looms, not exceeding 300 be bought". The later vote is an obvious reference to the southern section of Mill No. 5. A newspaper article on the Manchester Mills, dated May 17, 1889, indicates that "the work of tearing down a portion of the old dyehouse of the Manchester Corporation, to make way for the new dyehouse and factory superstructure, has made rapid progress." As of that date, two of the then projected six stories had been built (the building is actually five stories in height). Again, physical evidence seems to confirm these accounts. Mills No. 3 and 5 share a common corbeled cornice and fenestration. Also, the first floor of the southern end of Mill No. 5 displays a slightly different form with a differentiation between the first and second stories, suggesting that the upper stories were a later addition dating to 1889.

Sanborn Insurance Maps offer additional insight into changes which were made to the building and its surroundings over the years. In the late 19th century, the southern end of Mill No. 5 was fronted by a single-story "fancy dye house". The 1897 map also offers information regarding activities took place in the various parts of the building. The southern section of the No. 5 mill contained a dye house, with weaving on the second and third floors and wool spinning on the upper two floors. In the northern section, presses were located on the first floor, with packing on the second, weaving on the third and fourth and storage on the fifth.

Between 1897 and 1909 the five-story addition was constructed, projecting eastward, near the center of the northern section. It is labeled as Engine House No. 1 on the 1909 axonimetric rendering of the Southern Division millyard. The addition was probably constructed after Amoskeag took over the property in 1906. The single-story dye house in front of the structure appears to have been reconstructed or expanded and in 1909 is being used as a finishing building. By the time of the 1915 map the southern section of the No. 5 mill contained a first floor dye house with weaving above and the northern section housed inspecting on the first floor with weaving on the other floors.

After the demise of the Amoskeag Manufacturing Company, Mill No. 5 (as well as No. 6 and the dye house) was occupied for a time by the Stephen Spinning Company, yarn manufacturers, and later by Seal Tanning. The former dye house in front of the building, used in its later years as a truck garage, was removed between 1975 and 1983. Mill No. 6, the angled five-story mill building which abutted the southern end of Mill No. 5, was demolished in 1997. The northern part of Mill No. 5 was demolished in 1999.

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[66] This is verified by Manchester Mills Board of Director Minutes which indicate that Mill No. 5 was extended to Mill No. 6 in 1889 (see minutes, April 8, 1889).

[67] Clarke, Manchester: A Brief Record of Its Past and a Picture of Its Present, 1875.

34. Mill #7, Southern Division (Manchester Print Works West Wing), 50 Phillippe Cote Street, 1853 with c.1890 additions. Contributing building. [Figures 52-53; Photos 30-32]

Originally connected to Mills No. 3, 5 & 6 to the north, an additional section of Mill No. 7 to the south and Mill No. 8 and a storehouse to the east, what remains of the former Mill No. 7 is now an isolated three-story building. The building actually consists of three different components. The three-story section to the south originally had a single-story dye house attached to the north. Between 1877 and 1897 (in 1892?) the dye house was raised to three stories and a dry drug house was built in front of the dye house, adjacent to the original three-story section. As a result, the east elevation steps back in three sections - the southern part of the building comprising the original building measures fourteen bays wide; the middle section (the drug dry house) with five bays is set back slightly and the eight bay wide northernmost section (corresponding to the original madder dye house with the later addition of two upper stories) is recessed an additional two bays in depth. Set above a stone foundation, the west elevation of the building forms a continuous wall which curves slightly and is directly above the river.

The southern and central sections of the building are punctuated by segmental openings with header brick lintels and stone sills. The original windows have been replaced by vinyl 12/12 sash. Two sets of modern double doors topped by 6 x 2-light bands have been inserted in the front of the central (drug house) section. The entrance is fronted by an open canopy resting on brick piers. The northern section of the building displays segmental openings containing 8/8 replacement windows, set between brick piers. The third story window lintels are flanked by corbels. The wide area of brick between the first and second floors reflects the later addition of the upper stories.

A brick corbel course cornice decorates the southern section; on the central building a brick band runs between the second and third stories. The northern section has a brick band at the cornice. Iron tie rods in both diamond and "x" shapes punctuate the brick walls. There is extensive patching of the brick, particularly on the central section and the first floor of the northern section displays different brickwork on the first floor consistent with the later addition of the upper stories. Curved iron lamp standards with globe lights are mounted on the building at the third story level.

The south elevation of the building is eleven bays wide. This elevation was exposed by the c.1970 demolition of an additional section to the south and the new brick face which features bands of black bricks every seven courses. The roofline has a stepped parapet profile with corbeling on the ends. Behind the parapet, a wood-frame monitor rises from the center of the roof. A modern wooden deck has been constructed along part of the south elevation.

The current building reflects several different building campaigns. The southernmost section of the building was constructed by the Manchester Print Works in 1853 after a fire that year destroyed the main building of the Print Works. The northern section of the present building was originally only a single-story in height and functioned as a madder dye house where the printed goods were dyed. The madder dye house was apparently not destroyed in the 1853 fire. The 1877 map of the Manchester Mills indicates that at that time the madder dye house was still a single-story in height. The three-story building to the south housed sewing, scouring, washing and drying by heated cans on the first floor, an ageing room on the second floor and a hanging room on the third.

By the time of the 1897 Sanborn map, the upper two stories had been added to the madder dye house and a three-story dry drug house with an L-shaped plan had been built in front of the building. Above the madder dye house, the new upper floors included a dry can room on the second floor and a cloth room on the third. The section to the south was serving as the west wing of the Manchester Print Works and contained shearing, singeing and padding functions on the first floor, a white room on the second and tentering and coloring on the third.

increased to four stories.[68] With a floor area of nearly 500,000 square feet, the New Print Works was constructed south of Granite Street between the lower canal and the river in 1901. The main building extends along the river in a north and south direction and has a length of 784 feet and a width of 100 feet. The south wing measures 233 feet by 100 feet and the north wing is 217 x 100 feet, all four stories high. In 1903, the print works had 17 printing machines, each with an average capacity of 20,000 to 27,000 pieces of cloth per week, depending on the grade of cloth being run. A total of 800 workers were employed in the building in 1903.[69]

It was the greatly increased cost of the complex beyond initial estimates that plunged the Print Works into financial difficulties, culminating in the sale of Manchester Mills to Amoskeag in 1906. The company's buildings and equipment became part of the Amoskeag's printing and finishing departments and was known from then on as Mill No. 10 in the Southern Division of the Millyard. Under Amoskeag's ownership, both gingham and worsted dyeing, bleaching and cloth finishing took place in this complex. A three-story addition was constructed in the square between the wings, connected to the main building. This section contained the printing office on the top and lower floors. Perching took place on the second floor and the southern division lighting station occupied part of the lower floor.[70]

By 1946 the mill was occupied jointly by Textron, Incorporated and Raylaine Worsteds, Inc.

37. WMUR-TV Studio, 100 Commercial Street, 1995. Noncontributing building (due to age).

Located at the corner of Granite and Commercial Streets, this 70,000 square foot building was built for WMUR-TV in 1995. The brick building features stone trim including quoins, a projecting cornice and an urned balustrade. The arched entrance is rusticated with engaged columns. Portions of the building are without openings, others are punctuated by multi-light windows.

The site was formerly occupied by Amoskeag Manufacturing Company storehouses, turbine station, boiler house and coal pockets. Later, a Service Merchandise store was located on the site. At the northwest corner of the property, near Granite Street, is a small segment of stone wall which appears to have once been part of the canal wall.

37A. Commercial Building, 18 S. Commercial Street, c.1980. Noncontributing building (due to age).

Located at the northeast corner of S. Commercial Street and S. Bedford Street is this single-story, flat-roofed building constructed of textured concrete.

37B. Auto City, 17 S. Bedford Street, c.1980. Noncontributing building (due to age).

This auto repair facility is a single-story, concrete building with service bays facing South Bedford Street.

[68] Daily Mirror, February 12, 1903.
[69] Daily Mirror , March 23, 1903.
[70] Browne, p. 108.

In 1906 the Manchester Mills were purchased by Amoskeag. The company's buildings and equipment became part of the Amoskeag's printing and finishing departments and was known from then on as the Southern Division of the Millyard. This building was now known as Mill No. 7. The 1915 Sanborn map shows that the southern section of the building was being used as a cloth house and a monitor had been added to the roof on this section. The section to the north, fronted by a three-story store house, contained carding functions on the first floor and drawing on the second and third.

By 1939 the building was being used by Silver Brothers Co., Inc. Founded by brothers, Morris and Henry Silver in 1920, the company went on to become the largest beer and beverage distributorship in New Hampshire and one of the largest wholesale food houses. The company occupied the buildings north of Granite Street until the 1970s when a major portion of the company's complex was razed to add a lane to Granite Street and make Commercial Street into a four-lane road. An additional section of Mill No. 7 to the south as well as the adjacent Mills 8 & 9 were all removed as part of Urban Renewal.

35. Loeb Plaza, 1982. Noncontributing site (due to age).

Mill No. 7 originally extended all the way to Granite Street. This area is now occupied by Loeb Plaza, a paved brick plaza overlooking the river. Brick and concrete steps and landings leading up to the Granite Street bridge. An additional smaller flight of concrete steps lead down to the river. The iron lamp standards are built according to the 19th century Amoskeag Company design and were manufactured by the DeAngelis Iron Works of Boston.

The plaza was completed in 1982 and was named Loeb Plaza in memory of long-time Manchester Union-Leader publisher, William Loeb (195-1981). Adjacent to the bridge crossings, mounted on a stone tablet, are three bronze plaques commemorating previous bridges on this site, built in 1896 and 1954, as well as the 1980 reconstruction of the bridge.

36. Mill #10 South (Old Manchester Print Works), 55 South Commercial Street, 1901. Contributing building. [Figures 54-55; Photo 33]

Located just south of Granite Street, Mill #10 South is a large brick mill complex, for the most part four stories in height, built in the shape of a squared letter "U" with a length of 1,900 feet along the Merrimack River. The building is punctuated by a rhythm of segmentally arched openings with rough granite sills and lintels which are comprised of three rows of beader brick. The top floor windows display raised segmental lintels with corbel stops. The windows are now filled with modern windows in a 2 x 3-light configuration. Many of the openings facing the river have been filled with brick. On some of the walls, brick buttresses separate the openings into groups of four bays. Raised parapets emerging from the flat roof indicate the location of firewalls. The projecting eaves are sheathed in metal.

Near the center of the complex is a five-story rectangular, corbelled tower capped by a hip roof with a granite stone reading "1901". An additional square tower with flat roof is located to the east in the polishing and engraving building near the center of the courtyard. (The building later housed Amoskeag's electrical department). Each of the four faces is lit by three narrow round arched windows. A corbel cornice surrounds the tower under projecting eaves. A single-story dry house projecting from near the center of the east elevation was removed c.1970 as were a row of single-story cotton storehouses along South Commercial Street. Notable on the front of the south wing is a metal canopy supported by four flared triangular brackets.

The new print works building was constructed between 1900 and 1901. It took a year to put in the foundations because of quick sands and other unexpected difficulties. The original plans called for a three-story building but this was later

increased to four stories.[68] With a floor area of nearly 500,000 square feet, the New Print Works was constructed south of Granite Street between the lower canal and the river in 1901. The main building extends along the river in a north and south direction and has a length of 784 feet and a width of 100 feet. The south wing measures 233 feet by 100 feet and the north wing is 217 x 100 feet, all four stories high. In 1903, the print works had 17 printing machines, each with an average capacity of 20,000 to 27,000 pieces of cloth per week, depending on the grade of cloth being run. A total of 800 workers were employed in the building in 1903.[69]

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Located at the corner of Granite and Canal Streets, this 70,000 square foot building was built for WMUR-TV in 1995. The brick building features stone trim including quoins, a projecting cornice and an urned balustrade. The arched entrance is rusticated with engaged columns. Portions of the building are without openings, others are punctuated by multi-light windows.

The site was formerly occupied by a Service Merchandise store. At the northwest corner of the property, near Granite Street, is a small segment of stone wall which appears to have once been part of the canal wall.

[68] Daily Mirror, February 12, 1903.
[69] Daily Mirror , March 23, 1903.
[70] Browne, p. 108.

WEST SIDE

38. Coolidge Mill, 345 McGregor Street, 1909. Contributing building. [Figure 57; Photo 34]

Located just north of Bridge Street, the Coolidge Mill is a large four-story brick mill building which presents its 700 foot long facade to McGregor Street. The main building is 103 feet wide and there are two wings extending to the east at right angles, each 200 feet long and of the same width as the main building. Centered on the main (west) elevation is a five-story brick tower. Each of the tower's three exposed faces is punctuated by a single bay of segmental window openings. The tower openings are the only openings on the building which retain their original windows - paired 6/6 windows separated by wide mullions. The windows have brick lintels and stone sills. At the base of the tower, the segmental opening retains original double four-panel doors filled with diagonal boards. The top of the tower displays projecting eaves. Above the fifth story window are two granite blocks with raised letters reading "Coolidge" with the date "1909" below. The cornice above is decorated by a corbel table, dentils and other decorative brick bands. With the exception of the tower, most of the former window openings on the Coolidge Mill have been filled with brick or covered with boards. There are 32 bays of openings on either side of the front tower.

On the east side of the building, five-story brick towers are located at the junction of the main building and the wings with an additional tower centered on the east wall. Several of the entrances retain their original four-panel doors with transoms.

The Coolidge Mill was constructed in 1909 and took almost two years to construct. It was named in honor of Amoskeag's one-time president, T. Jefferson Coolidge. The mill stands on former farm land once owned and improved by Dr. Oliver Dean, one of the original incorporators of the Amoskeag Manufacturing Company and the first agent of the company. Work was begun on the Coolidge mill on December 8, 1908. The total floor space of the building amounts to 543,591 square feet or almost twelve and a half acres. When completed about 3000 people were employed in the building.

At one time a passageway over Bridge Street connected this mill with Mill No. 11. A monitor 33 feet wide, 569 feet long and seven feet high was added to the center of the Coolidge mill roof in 1916 in order to get light in the center of the spinning room and also to improve ventilation.[71]

Johnson & Johnson was the first major industry to purchase one of the mill buildings from Amoskeag Industries after the demise of the Amoskeag Manufacturing Company in 1935. The company initially leased the No. 4 mill in December 1936. In 1937 Chicopee terminated this lease and purchased the former Coolidge Mill, converting it for the production of medical gauze by the Chicopee subsidiary of Johnson & Johnson. Chicopee Manufacturing was purchased by Johnson & Johnson in December 1936. In 1970 Chicopee's Manchester plant was the largest producer of cotton gauze in the world, employing 600 men and women with a capacity to produce more than 37,000 yards of cotton gauze an hour.

Chicopee closed its doors on February 28, 1975 after 38 years of business, leaving 450 unemployed. The company donated its $1.5 million plant to the City of Manchester without any restrictions. The building is now owned and occupied by General Cable.

[71] Amoskeag Bulletin, June 15, 1916, p. 1.

39. Cotton Storehouses, 1912-1915. Contributing building. [Photo 35]

Set below and to the northeast of the Coolidge Mill is a row of five attached cotton storehouses, separated by brick fire walls. The single-story wood-frame building has been totally covered in vertical sheet metal siding with new loading doors and small windows centered above.

This storehouse building was built in two phases in 1912 and 1915.[72] The extension to the storehouse made in 1915 was of wood construction with brick fire walls. The brick used in the firewalls of the extension was pure white, "sand-lime" brick. The building originally consisted of three compartments, each 96 by 80 feet. The 1915 addition consisted of four sections 64 by 96 feet. This building was one of numerous cotton sheds constructed throughout the millyard in order to store bales of cotton but is one of the few storehouses to survive. Each compartment, separated by fire walls, would have had a capacity of approximately 3,000 bales of cotton.[73]

40. American Cotton Duck Company Storehouse, 1919. Contributing building. [Photo 37].

This five-story, fireproof storehouse addition was constructed in 1919, attached to the north wall of the former Stark Mills storehouse. The north elevation of the building is without openings. The east and west sides of the building are overlaid by a concrete grid with a metal window in each quadrant aligned with the top horizontal. A single-story metal canopy shelters the loading dock on both the east and west sides. Inside, the building is divided into two sections by a central east-west fire wall.

In 1901 the Stark Mills was absorbed into the U.S. Cotton Duck Corporation. According to the 1939 Sanborn Insurance Map, this building was constructed in 1919. In 1922 Amoskeag acquired the Stark Mills from International Cotton Mills, which then owned the property of U.S. Cotton Duck. The building continues to serve as warehouse space today.

41. Stark Mills Cotton Storehouse, c.1890. Contributing building. [Figure 58; Photo 38].

One of the more distinctive buildings in the millyard, the east and west elevations of this former cotton storehouse are punctuated by a series of small, round openings. The upper two levels of the west elevation display seven regular bays of openings to the north of the central stair tower and six bays to the south. A decorative band of recessed panel brick is located on the level below the round openings. Historic photographs indicate that originally this elevation only had two round openings at the top of the tower. The additional holes and brick band had been added by 1909.[74] On the east elevation, the fenestration pattern is more irregular. Although the number of openings on each of the five upper levels varies, the openings are aligned vertically with those on other floors. The south wall is without openings altogether.

At the first floor level, the west elevation of the building is fronted by a metal canopy supported by curvilinear iron brackets and sheltering a granite loading dock. A grid of quatrefoil iron tie rods is visible on the upper walls. The storehouse building is divided into two compartments by a central firewall which runs in an east-west direction, expressed in the stair tower on the west elevation. At the base of the stair tower is an arched doorway, concealed for the most part by a later addition. The flat-roofed building has corner posts topped by decorative hip roof finials.

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[72] Associated Mutual Insurance Co. "Amoskeag Manufacturing Co., Northern Division West Side", 1919, Serial No. 13469.
[73] Amoskeag Bulletin, March 1, 1915, p. 1.
[74] Amoskeag Manufacturing Co. Glass Negative #14, Manchester Historic Association.

This multi-level brick storehouse was probably constructed c.1890 and was located just to the west of the Stark Mill No. 6 (constructed in 1889 and removed in the 1950s for the construction of the F.E. Everett Turnpike). The brick storehouse is shown on the 1896 map of Manchester. A row of additional attached, two-story cotton storehouses to the south of the building were removed between 1915 and 1939, possibly when the storehouse addition was constructed in 1919. The 1915 map indicates that a rope cable for transporting baled cotton ran from this building to the Stark Mills Picker House on the east side of the river. In 1922 Amoskeag acquired the Stark Mills from International Cotton Mills, which then owned the property of U.S. Cotton Duck. After the demise of Amoskeag, the brick storehouse, like the nearby Coolidge Mill, was owned by the Chicopee Manufacturing Co.

42. Valve House, c.1890. Contributing building. [Photo 38]

Located just to the east of the cotton storehouse, the valve house is a small, single-story brick building. The building is capped by a sloped roof with a dentil course wrapping around the entire building. The segmental window openings have all been filled with brick.

Inspection of Sanborn insurance maps indicates that the building is first visible in its present location between 1939 and 1956 although it appears to have been relocated from another location.

43. Notre Dame Bridge Park, 1990. Noncontributing site (due to age).

An important landmark in downtown Manchester, the Notre Dame Bridge was a parabolic arch suspension bridge opened in 1938, replacing the McGregor Bridge which was severely damaged during the flood of 1936. This small park at the corner of Bridge and Main Streets commemorates the former Notre Dame Bridge which was demolished in 1989, replaced by a wider two-span, four-lane bridge which opened in 1990.

44. Mill #11, 195 McGregor Street, 1889/1891. Contributing building. [Figures 59-62; Photo 39]

Constructed in two phases, the northern half of Mill No. 11, measuring 533 feet by 103 feet wide, was built in 1889. An addition was built to the south in 1891, adding an additional 366 feet to the length of the building. The building is four stories high with basement at the north end and five stories high at the south end.[75]

The long west elevation facing McGregor Street has two projecting five-story towers, identical except for the granite stones giving their dates of construction (north tower reads 1889; south tower reads 1891). Each of the towers has a single bay of openings on the three faces, flanked by narrow, round arched blind bays which rise the height of the tower. Each tower is capped by an arched corbel table, a band of individual corbels and a dentil course. The tower's flat roof displays projecting eaves. At the base of the south tower, the segmental opening has been filled with a modern glass-and-metal door with clear sidelights and arched transoms displaying two rows of glass panes. The north tower has a modern c.1950 single-story loading dock. The front face of both towers are punctuated on each of the upper floors by a segmental arched opening filled with a pair of arched doublehung 12/12 windows or replacement triple hung sash. An additional entrance porch is located near the center of the west elevation. The single-story brick projection is capped by a low gable roof with the entrance recessed behind the archway. An additional entrance is clapboarded. There are forty-three bays of windows between the

[75] Browne, The Amoskeag Manufacturing Company, p. 105.

two towers with an additional twelve bays of windows and a blind bay to the south of the south tower and twenty-two bays to the north of the north tower.

The segmental window openings display brick lintels and rough granite sills. On the top floor the windows have raised brick lintels with corbel stops and narrow sections of corbelling spanning between the corbel stops. Except for the top floor, most of the original 20/20 windows have been replaced by modern vinyl replacement sash in a triplehung 15/15/15 configuration. The openings are set into recesses formed by shallow brick piers. At the top of each pier is a pair of black crosses and the overhanging eaves are supported by exposed rafters.

The south end of the building measures eight bays wide with the westernmost bay blind. The window openings are separated into pairs by deep brick piers and the first floor openings have been filled with brick. There is a single-story entrance projection at the southeast corner. Markings on the building indicate the location of the former single-story boiler house which has been removed.

The rear (east) elevation of Mill No. 11 has three brick towers. The two northern towers are each two bays wide with the other measuring three bays in width. Many of the window openings on this elevation have either been blocked up or retain their original 20/20 sash.

Mill No. 11 was built for weaving ginghams utilizing yarn made on east side of the river. A thousand looms were located on each of the three lower stories with the fourth, upper story used as a dressing mill. The new mill had a weaving capacity of 100,000 yards a day and employed approximately 1,200 people. Mill No. 11 was constructed with the goal of freeing up mills on the east side of the river for the production of finer grades of cloth.[76]

In 1914 the largest American flag made to-date, measuring 95 by 50 feet, was made here and was later shipped to Chicago. All the flags made by Amoskeag were manufactured in Mill No. 11.

By 1939 the northern half of Mill No. 11 was occupied on the first two floors by Amoskeag Mills, Inc., manufacturers of rayon goods with Manchester Knitted Fashions, Inc. knitting mill occupying the upper two floors. The southern half of the building and the annex contained the operations of Veaney Mills Inc., rayon manufacturers. Mill No. 11 was acquired by Elbes Associates in 1958 and the company still owned the property in 1993. The area to the west of the mill was green space until at least the 1940s. A row of trees at one time lined the McGregor Street fence.

45. Mill No. 11 Annex (Clothroom), 1891. Contributing building. [Figure 63; Photo 42]

Located to the east of and set parallel to Mill No. 11, this three-story brick building was constructed as a cloth room in 1891. The south end of the building is capped by a low gable roof with the date of construction "1891" centered in brick between the top floor windows. At the southeast corner of the building is a concrete block projection with a lower level garage. The addition was constructed between 1939 and 1953.

On the west elevation of the building the upper story windows have been filled with glass block. Just south of the enclosed walkway connecting the annex and Mill No. 11 to the west, there is a Colonial-style entrance.

The long east elevation is separated into five sections by brick fire walls which extend beyond the roofline and are expressed on the exterior wall by shallow piers. The width of the building sections range from twelve bays wide to fourteen. Most of

[76] Mirror and American, December 7, 1889.

the segmentally arched openings contain modern replacement sash in a 15/15 configuration. On the top floor the lintels are raised and the windows are connected by narrow widths of corbelling. Many of the first floor loading bays (which originally faced train tracks) have been altered to accommodate multiple entrances. At the northeast corner of the north end is a single-story boiler house addition constructed between 1939 and 1953.

This building, known as the No. 11 annex was constructed in 1891 as a cloth storehouse adjacent to the railroad tracks. The parallel set of nine cotton storehouses which once stood to the east of the annex were demolished prior to 1953 for the construction of the F.E. Everett Turnpike (I-293).

46. Pattern House, 333 Allard Drive, 1887. Contributing building. [Figures 64-65; Photo 42]

Originally constructed as a pattern house, this three-story brick building is also oriented in a north-south direction paralleling the river. The building is divided into four sections which range in width from five to seven bays or 44 to 56 feet wide. The four compartments are separated by brick firewalls which continue as parapets above the flat roof. The parapets display brick corbels with stone blocks at the level of the cornice. The segmental window openings are now filled with c.1980 anodized metal replacement sash in a 6/6 configuration. The lintels consist of two rows of header brick and there are rough granite sills. The lintels on the top floor are raised with corbel stops and narrow bands of corbelling spanning between the stops.

A shed-roofed brick section projects near the north end of the west elevation. Further to the south on the same elevation there is a modern entrance addition consisting of a shed-roofed projection with a brick wall. The south wall originally had a single bay of openings, consisting of wooden doors on each floor but these openings have been filled with brick.

On the east elevation there is a series of four entrances which are not visible in historic photographs. The entrances are set within openings which were originally wider but have been bricked in to accommodate modern metal six-panel doors. Each doorway is sheltered by a new gable roof canopy resting on simple posts. The north end of the building is without openings except for the introduction of a single modern door. The building's date of construction is visible in raised bricks in the middle of the north wall.

The Amoskeag Company built a foundry building and pattern house on the west side of the river in 1887.[77] The pattern house stored patterns for making mill machinery. The foundry building was located to the west of the former pattern house; the site now consists of a paved parking lot.

47. Fence, McGregor Street, Main Street and Bridge Street, 1894. Contributing structure. [Photo 43]

The fence consists of large stone posts connected by stone rails on which are iron posts and pickets. The large stone posts are ten feet high, constructed of rough granite blocks 18 inches high set in cement with a pyramidal top. The posts are spaced 50 to 70 feet apart with stub posts, five feet long and 12 inches square set every ten feet. Nine foot-high cast iron posts measuring six inches square are set on the stub posts and are set every 10 feet. Two iron rails hold the pickets which are round, nine and ten feet long, curved outward and pointed.

[77] Amoskeag Bulletin, October 1, 1914.

In 1894 and 1895 the fence was built on the south side of Bridge Street from McGregor Bridge to McGregor Street and thence south on McGregor Street to Main Street. In 1902 after the weave shed was constructed, the fence was extended down Main Street to the Manchester Mills line. After the Manchester Mills became part of the Amoskeag in 1906 the fence was extended down Main Street, Douglas back street and Douglas Street to the Merrimack River and gates and a fence were built on Granite Street. In 1910 and 1911 after the Coolidge Mill was built, the north part of the west side yard was enclosed. On the east side, gates were also built at the Langdon Mill, Dean Street; Stark, Middle and Central Streets although these are no longer extant. A total of 23 gates of a standard design were installed. The fence and gates, including 23 gates (mostly double) and 16,000 pickets were all made in the Amoskeag Company shops. In 1913 the total length of fence including gates was 6350 feet. Little fence was needed on the 80.64 acres constituting the east side millyard which was generally bounded by the canals and the river. Most of the fence was needed to enclose the 73.85 acres on the west side.[78]

48. Derrick & Cement Shed (Vermont Salvage), 2 Lumber Lane, between 1897 and 1909. Noncontributing building (due to alteration).

The original appearance of this small store house is barely discernible due to numerous alterations and additions. The narrow south end of the wood-frame building is faced with brick and the remaining walls of the original building are clad in asbestos shingles. The building displays a wide variety of window types, in keeping with its present use as a salvage warehouse. Sliding doors are visible on the east elevation although it is not known whether these are original or a later addition. A brick wall separates the original storehouse from a large storage addition to the north. Taller and nearly twice the size of the original building, the c.1940-50 addition has a concrete floor, steel frame and is partially clad in metal siding, replacing the original asbestos siding.

Insurance maps refer to this as a derrick and cement shed. The original building consisted of two attached parts measuring 98 x 32 ft. and 64 x 24 ft. Inspection of insurance maps suggests that this storehouse was constructed between 1897 and 1909, with the large concrete block storage addition to the north built between 1939 and 1953. As originally constructed railroad tracks extended along both the east and west elevations. Vermont Salvage now occupies the property.

RAZED 15-31 MARCH 2005 FOR CONSTRUCTION OF I-293 SOUTH BOUND RAMP AT GRANITE STREET.

49. Metal Storage Building (Ray the Mover), 260 Allard Drive, between 1939 and 1953 with a later addition. Noncontributing building (due to lack of association with Amoskeag Manufacturing Company).

This large storage building was constructed in the 1940s or early 1950s. The building is capped by a low gable roof, is clad in sheet metal siding and rests on a concrete foundation. The later (c.1980) addition on the north end nearly doubles the size of the original building and contains two truck bays. The metal storage building was preceded on the site by a smaller wooden waste shed.

50. Schuler's Potato Chip Storage Building, 1 Lumber Lane, c.1945. Noncontributing building (due to lack of association with Amoskeag Manufacturing Company).

Located to the south of the metal storage building is a single-story, flat-roofed building constructed of concrete blocks. There is a modern metal loading door on the south end. Windows on the other elevations consist of elevated 3 x 2-pane metal windows.

[78] Amoskeag Bulletin, vol. 1, no. 14, June 15, 1913.

CCP CHEMICAL LAB – WEST SIDE - APRIL 2001
RATED 15.28 FEBRUARY 2005 FOR I-293 RAMP

This building was constructed about 1945 by Schuler's Food Inc. According to the 1953 Sanborn map this building was being used for potato chip storage. The interior of the building has steel beams and posts and a concrete floor. Painted lettering on the building indicates that it was later used (in the 1960s) by Cameron Lumber. It is now occupied by L.N. Sherry Co., Inc.

51. Truck Repair/Storage Building, 270 Allard Drive, between 1936 and 1939. Noncontributing building (due to lack of association with Amoskeag Manufacturing Company).

This building was apparently constructed shortly after Amoskeag's bankruptcy in 1936. It originally served as an auto body shop and is depicted on the 1939 Sanborn insurance map. It was built on the site of a smaller iron storage building and a spur track which led to the boiler house to the north (no longer extant although some foundations remain). The section at the northern end is a single-story truck repair building with a steel frame, concrete floor and cinder block walls. A long narrow building with a sloped roof extends from the south end of the concrete block building and was added between 1939 and 1953.

52. Former Cotton Storehouses, 160-180 Allard Drive, 1895. Noncontributing building (due to alteration).

The only historic features which survive on this row of three former cotton storehouses are brick parapet walls rising from the low gable roof dividing the wood-frame building is divided into three 80 foot square compartments. The exterior of the building is sheathed in a combination of diagonal boards, T111 and metal siding. All of the fenestration is modern. Historic maps indicate that a loading dock originally ran along the east side of the building, adjacent to the railroad tracks. Also on the east side of the building, each compartment of the building was punctuated by two horizontal windows and a central loading door.

According to a 1909 insurance map, this building was constructed in 1895 to store bales of cotton.[79] On a 1901 insurance map, this building and two small railroad scales buildings marked the southern bounds of the Amoskeag yard.[80] The Amoskeag fence originally ran just to the south of this building.

53. Print Works Laboratory, c.1901. Contributing building. RAISED 15-28 FEB 2005 FOR I-293 RAMP CONSTRUCTION

Located just north of Douglas Street, this single-story brick building was used for many years as a chemical laboratory. The long, narrow building extends in a north-south direction and is divided by brick firewalls into five compartments of varying sizes. It is capped by a low, gable roof. On the primary, east, elevation most of the segmental openings have been filled with brick and several modern loading doors have been added. Projecting from the south gable end is a Colonial Revival porch consisting of a pair of Roman Doric columns supporting an open pediment filled with vertical boards. Underneath the porch is a modern six-panel door. A concrete block addition to the west was constructed after 1939.

It would appear that this building was constructed by the Manchester Mills in 1901. The old Print Works on the east side of the river, south of Granite Street, including a large laboratory which included acid making, soap making, a chemical room and drug grinding. The new Print Works built on the south side of Granite Street in 1901 did not include a laboratory section, suggesting that at that time the new laboratory building was erected just over the bridge, on the other side of the . . . ?

[79] Associated Mutual Insurance Company. "Amoskeag Manufacturing Company, Central Division, West Side, Serial No. 8650". Surveyed August 2, 1909.

[80] Associated Mutual Insurance Company. "Amoskeag Manufacturing Company, Central Division, West Side, Serial No. 6219", 1901.

55. Courtyard Apartments, c.1985. Noncontributing building (due to age).

Set above a poured concrete foundation, the Courtyard Apartments consist of a single-story building sheathed in vinyl siding and capped by an asphalt roof and punctuated by casement windows. This building stands on land which was once included within the bounds of the Amoskeag Millyard. The land later served as parking for the No. 12 Mill to the north (demolished in 1980). The Naval Reserve Armory was built to the south in the mid 20th century and was removed sometime after 1967.

56. Storage Building. c.1950. Noncontributing building (due to age and lack of association).

This small, single-story concrete block building has a loading dock on the north side and a two-story shaftway projection on the west. It is not shown on the 1939 Sanborn map but was probably built later for use in conjunction with the J.F. McElwain Co. (formerly Mill No. 12 - demolished in 1980).

57. Truck Repair/Incinerator , 1956. Noncontributing building (due to age and lack of association).

Constructed in 1956 as a truck repair garage, this single-story concrete block building was later retrofitted by Catholic Medical Center for use as an incinerator. A metal portable building is located to the west of the concrete building.

58. Shoe Factory Office, c.1935. Noncontributing building (due to age and lack of association).

This single-story brick building served as the office and entrance to the former shoe factory which stood on this site until 1980 utilizing the former Amsokeag Mill No. 12. The flat-roofed building displays parapet ends and has metal windows. It appears to have been constructed after the building was purchased by the J.F. McElwain Co. in 1935. The building is depicted on the 1939 Sanborn Map. Stone foundation walls are still visible to the east.

59. Print Shop, c.1980. Noncontributing building (due to age and lack of association).

This small gable-roofed building is sheathed in vinyl siding. It appears to have been constructed after the Catholic Medical Center acquired the property in 1980 and demolished Mill No. 12 for parking.

60. Bank, c.1980 (and earlier?). Noncontributing building (due to age and lack of association).

This concrete bank building stands on the site of and may incorporate an earlier gas station. Maps indicate that a gas station was first built on the site between 1915 and 1939.

61. Watch House, c.1980. Noncontributing building (due to age and lack of association).

This small wood-frame guard house appears to date to about 1980.

62 Watch House, c.1970. Noncontributing building (due to age and lack of association).

Located on the north side of Foundry Street, near McGregor Street, this small brick guard house appears to be of relatively recent construction although Sanborn maps indicate that a watch house was located on this site by 1915.

63. R. Rovner & Co., c.1950. Noncontributing building (due to age and lack of association).

This single-story concrete block storage building was constructed after 1940 by R. Rovner & Co. scrap metal dealers.

HISTORICAL BACKGROUND:

The history of the Amoskeag Manufacturing Company begins in 1804 when Benjamin Pritchard built a small cotton mill at Amoskeag Falls. Six years later the mill was incorporated as the Amoskeag Cotton and Woolen Manufacturing Company. Under the ownership of Olney Robinson and then Samuel Slater and other investors the manufacturing facilities were further expanded by the construction of new mills, the Bell Mill and the Island Mill, on the west side of the river.[87] In 1831 the Amoskeag Manufacturing Company was incorporated with a working capital of one million dollars and plans were made to move operations to the east side of the river in order to take advantage of the tremendous water power afforded by the fifty-foot drop at Amoskeag Falls. The company was organized by a small group of local entrepreneurs along with members of the Boston Associates, who had previously financed the establishment of textile operations in Waltham and Lowell. Within three years, the Amoskeag mill capitalists had acquired 15,000 acres on the east side of the river as well as water rights along three miles of the river and the locks and canal system constructed by Samuel Blodget thirty years earlier. As in Lowell, the mills and canals in Manchester were laid out parallel to the riverfront with tenement blocks behind the mills, overseer blocks elevated beyond and agents' houses at the farthest and highest point. To the east of the mills and company housing, the company reserved land for private housing with specific parcels set aside for squares, churches, municipal and cultural buildings.

The owners of the Amoskeag Company built a dam, a gatehouse and a system of power canals that incorporated parts of Samuel Blodget's late 19th century transportation canal to divert water from the falls to power the mills. The upper canal was built by the firm of Lobdell and Russell, probably about 1837 for in 1838 a contract was made with Russell, Barr and Company to construct the lower canal.[88] The upper canal was 5480 feet long while the lower canal was 6900 feet long. The canal was about 50 feet wide and had an average depth of 10 feet. The fall from the upper to the lower canal was about 20 feet while the fall from the lower canal to the river was 34 feet.[89] On June 24, 1839 the canal was filled for the first time.[90] Along side the canal the railroad was laid out.[91]

The first building in the millyard was constructed by Amoskeag for the Stark Manufacturing Company in 1838. This is the south wing of the Stark Mill No. 1 (#22). At the same time a counting house, a repair shop, two cotton houses and a waste house were built. In a pattern which was to be repeated numerous times in subsequent years, Amoskeag leased the waterpower to Stark and built rows of boardinghouses and tenements across the canal to provide housing for the workers. The north wing of Stark Mill No. 1 was built in 1839 and construction of a connector followed in 1844.[92] Constructed in 1840-1, Mills No. 1 & 2 (#27) were the first two mills built on the east side of the river by Amoskeag for its own use. In order to meet demand for machinery for their own mills and the other mills the Amoskeag Company built a machine shop in 1840 and a foundry in 1842. In 1848 the machine shop and foundry were enlarged to accommodate the construction of locomotives. Mill No. 3 was erected by Amoskeag for its own use in 1844 (and later rebuilt). Mills No. 4 & 5 followed in 1847 (these were rebuilt in 1899-#29). The early mill buildings were constructed with gable roofs. These were gradually replaced with flat roofs beginning in the 1850s and often more decorative towers were added.

Over time land in the millyard was sold to other companies for mill buildings. Unity of design was insured by the fact that Amoskeag engineers designed the buildings and Amoskeag crews constructed them. In 1846 Amoskeag completed construction of an initial mill in the millyard for what would become the Manchester Print Works, followed by construction

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[87] The Island Mill (destroyed by fire in 1840) was built on an island in the river and was reached by a bridge that spanned the rapids from the west bank, near where the old P.C. Cheney paper mills were later built. The Cheney mills were removed for the hydroelectric station. See Amoskeag Bulletin, vol. 1, no. 22, October 16, 1913.
[88] Amoskeag Bulletin, vol. 1, no. 24, November 15, 1913, p. 7.
[89] Amoskeag Bulletin, May 1, 1913.
[90] Lewis Dexter, History of Stark Division of the International Cotton Mills, Manchester, N.H., 1921, p. 9.
[91] Amoskeag Bulletin, vol. 2, no. 5, February 1, 1914, p. 7.
[92] Dexter, p. 8-9.

of a printing establishment in 1846, another large mill in 1850 and 94 tenements and boarding houses. In 1868 the Amoskeag Company erected Langdon Mill No. 2 (#15). The Amory Mill (#16) was also built by Amoskeag on land brought from the company in 1880. Bricks for the construction of all of the mill buildings came from brickyards in Hooksett. The granite for the buildings was transported from Amoskeag's ledge located north of Bridge Street.

By 1851 Amoskeag had received worldwide recognition for its products including fabrics, flannels, sheetings, tickings and denims. Between 1859 and 1869 the Amoskeag Company increased spindles by over 18%, its looms by 42% and its cards by 40%.[93] Between 1869 and 1875 Amoskeag expended approximately a million dollars on various improvements in order to enable the company to compete in quality, product and cost of cloth with first class mills of more recent construction. A specific goal of the improvements was to triple or quadruple gingham production. The expenditures included $650,000 for widening the upper canal and making various alterations, enlargements and improvements to the old mills and machinery, as well as $10,000 for construction of a foot bridge across the river and 100 tenements on the west side of the river. Another $250,000 was allocated for a new gingham mill (Mill No. 7, #25). An additional new gingham weaving mill (Mill No. 8, #24) was subsequently constructed in 1874. In order to make room for the mills, a river wall with a length of more than 1500 feet was constructed on the east side of the river, allowing the river to be pushed to the west and the area filled to accommodate the additional mill structures. The wall was designed to run 250 feet northward from just below the gingham mill, cutting out eleven acres from the former river bed.[94] The Arch/Wing Dam (#3) was constructed in 1871 under the watchful eye of Agent Ezekial Straw. In consideration of his extra service performed in the reconstruction and enlargement of the mills and construction of new mills and works at Manchester from January 1869 until January 1876 Straw was given a bonus of $20,000 by the Amoskeag Board of Directors.[95]

In 1875 the Amoskeag Manufacturing Company's holdings included nine mills with 125,000 spindles and 3,500 looms. The work force was about 2,700 hands of which 1,800 were female. Approximately 600,000 yards were manufactured each week, of which a little more than one-half were colored goods including tickings, denims, fancy shirtings and ginghams with the remainder white goods such as drillings, flannels, sheetings and bags. Between 1840 and 1876 Amoskeag also produced textile equipment, steam locomotives, steam fire engines, sewing machines and firearms. Initially, the company's work force consisted primarily of single women from rural New England. But as the company grew, the work force included immigrants from Scotland, Ireland, and Canada, and at the beginning of the twentieth century, others from Germany, Poland and Greece.

In the 1870s Amoskeag began building on the west side of the river, north of the Granite Street bridge. At first the buildings on the west side consisted primarily of lumber piles, cotton storehouses and stables for the company horses (no longer extant). In 1872 the Company built a bridge across the Merrimack to connect the two millyards. It was chiefly used to transport cotton and coal from the storehouses to the mills. A large coal shed and lumber storehouse (both no longer extant) were built in 1873 followed by a brick storehouse for cotton in 1875. By 1879 the company was able to store 15,000 to 20,000 bales of cotton on the west side.[96] The company's west side expansion began in earnest in the 1880s. A series of dwelling houses were constructed on McGregor Street in 1881. Also in 1881, Amoskeag built a stable on the west side containing accommodations for 48 horses (no longer extant). A pattern house (#46) and foundry (no longer extant) were built in 1887. The northern part of Mill No. 11 (#44) was built in 1889 for weaving ginghams, utilizing yarns made on the east side of the river. Construction of the building was intended to free up mill space on the east side of the river for the production of finer grades of cloth. Mill No. 11 was nearly doubled in size in 1891. Construction also continued on the east side of the river. Another gingham mill, Mill No. 9 (no longer extant), was constructed in 1880-1 on newly filled land.

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[93] Amoskeag Manufacturing Company, Treasurers Report, January 29, 1869.
[94] Mirror and American, November 6, 1873; August 28, 1875; October 5, 1875; November 2, 1875.
[95] Amoskeag Board of Director Minutes.
[96] Van Slyck, J.D. Representatives of New England: Manufacturers, Boston: Van Slyck & Co., 1879: vol. 1, p. 42.

The Jefferson Mill (#12) was completed in 1886. Amoskeag's Mills No. 4 & 5 in the Central Division were replaced by a new building in 1899 (#29).

In the 1880s the Stark Mills also expanded their operations to include the west side of the river. The company bought land on the west side, just north of the Bridge Street bridge in 1880. A storehouse was built immediately (no longer extant). Stark Mill No. 6 (no longer extant) was constructed in 1889. A larger cotton storehouse (#41) was built in 1895.[97]

Until almost 1880 the machinery used to make cotton was run entirely by the power of falling water. The first water wheels used in the mills were large undershot breast wheels. These were later replaced by Boyden wheels and turbines. Under the mill buildings, power canals routed the rushing water in underground conduits called penstocks. Later (c.1870) steam power was introduced to supplement the water turbines and was used primarily for heating. A coal-fired steam generating plant was built on the west side of the river in 1883, taking the place of the four boiler houses in the central division. The Jefferson Mill (#12), built in 1886, was notable for being powered by coal-driven steam power rather than water power. By 1896 electric power was in use on the west wide. The introduction of electric lighting in the mills allowed the company to run shifts day and night. In 1906 a steam plant was built south of Granite Street (no longer extant) and in 1909 the northern division power house and boiler house were built (#9) so that the Langdon, Jefferson and Amory boiler houses could be discontinued.

The millyard continued to see considerable new construction in the early 20th century. South of Granite Street, the Manchester Print Works erected an enormous complex in 1901 (#35). The cost of the project ultimately plunged the Print Works into financial difficulties, culminating in the sale of the company and its holdings to Amoskeag in 1906. The New Bag Mill (#17) was constructed in 1915. On the west side, Amoskeag constructed its only wood-frame mill, Mill No. 12 (no longer extant), in 1902 and the Coolidge Mill (#38) was completed in 1909. In 1910 Amoskeag started two orchards on the west side, on some of the land formerly owned by the Manchester Mills/Manchester Print Works. Landscape Architect Desmond of the Boston & Maine Railroad prepared a plan to set out 500 apple and pear trees south of the No. 12 Mill.[98]

In the early 20th century Amoskeag completed the consolidation of five textile companies operating in close proximity along the banks of the Merrimack River. In 1906 the Amory Manufacturing Company (which had previously bought Langdon Mills in 1887) was purchased by Amoskeag as was the Manchester Mills which had previously acquired the Manchester Print Works. The acquisition of Manchester Mills was significant in that it helped break the company's dependence on outside firms to print its cloth while Manchester Mill's printed woolen and cotton cloths supplemented Amoskeag's production of denim, gingham and other dyed fabrics. In 1922 the Stark Mills was taken over by Amoskeag, giving Amoskeag complete domination of textile production in Manchester. At its peak the Amoskeag Manufacturing Company was the world's largest textile company. It employed more than 15,000 persons and included 650,000 cotton spindles, 78,000 worsted spindles and 24,000 looms which turned out cloth at a rate of a mile per minute. The weekly payroll of the company was $350,000 and for many years the company paid one-third of the City's taxes. [99]

Elsewhere in the millyard, the twentieth century brought other changes to the millyard. The Paper Mill at Amoskeag closed November 8, 1901 and the Olzendam Hosiery closed May 13, 1902 (the latter was purchased by Amoskeag in 1906). The first motor truck was bought by the Company in 1907. In 1921 Amoskeag finally ended its use of horses and at the time

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[97] Dester, p. 13-14.
[98] Amoskeag Bulletin, vol. 3, no. 20, November 1, 1910.
[99] William Parker Straw. Amoskeag in New Hampshire - An Epic in American Industry. New York: Newcomen Society of England, 1948.

owned 32 trucks.[100] Part of the old Locomotive Works on Canal Street between Hollis and Dean Streets was converted to an auto repair facility.[101]

In 1923 a new $1 million hydroelectric dam and power plant (#1 & #2) were completed at Amoskeag Falls giving the company the greatest waterpower of any textile mill in the country and greatly reducing the company's power costs. Electric generators were some of Amoskeag's last attempts at mill modernization. Unfortunately, the higher electric costs in the Northeast compared to other parts of the country, contributed to the textile industry's migration southward and Amoskeag's demise. At the same time that Amoskeag was maintaining 34 water wheels, new competing mill locations were able to compete independent of waterpower by using coal.[102]

The outbreak of World War I provided the company with the highest profits in its history but after the war competition from southern mills, the advent of synthetic fabrics, overproduction and the rise of organized labor quickly eroded Amoskeag's prosperity. Changing styles also played a role as new fashions in the roaring twenties called for lighter and plainer looking fabrics rather than the ginghams and serges that dominated Amoskeag production. A nine month-long strike in 1922 marked the beginning of thirteen years of gradual decline. In 1926 Amoskeag began full-scale rayon production although this was terminated in 1933 due to inadequate equipment and labor problems. Major changes in transportation, finance and labor all worked to undermine the stability of Amoskeag. Changes in corporate structure and the financial downturn resulting from the Depression prevented the company from implementing changes which would allow them to compete. Between 1927 and 1931 Amoskeag gradually disposed of excess real estate and began renting out its unused mills. In March 1935 Amoskeag razed Langdon Mill No. 1 and two smaller mills in an attempt to lower its property taxes. ı June of 1935 Amoskeag sold Mill No. 12 (which had an original construction cost of $164,000) for just $17,500.[103]

The mills were closed in September 1935 and Amoskeag finally declared bankruptcy on Christmas Eve in 1935. The spring flood of March 1936 resulted in extensive damage to the millyard and swept away all of the bridges linking the east and west sides of the millyard. Cleanup and shutdown crews worked midway through 1936 to rehabilitate buildings after the spring flood of 1936. When the company failed it included 75 buildings, two miles of railroad track, four miles of millyard roadway, eight million square feet of manufacturing and storage space, its own hydroelectric plant and water system and corporation housing. In 1936 Amoskeag Industries, a collection of local industries purchased the company's physical assets and rallied to bring new and more diversified industry to the millyard. Public Service purchased the mill's hydroelectric plant for $2.25 million and banks loaned Amoskeag Industries the remaining $2.25 million needed to meet the $5 million purchase price established by the courts.

Beginning in 1936 companies began to buy or rent space in the millyard. The first major tenant under Amoskeag Industries was Pacific Mills which took over the northern part of the millyard and employed 1,200 to 1,500 workers. Although the company stayed only three years, its initial interest signified the redefinition of the millyard. Soon thereafter Johnson & Johnson leased Mill No. 5 in the Central Division (the building was later occupied by Waumbec). By 1938 there were 17 companies functioning in the millyard but they employed fewer than 2,000 workers.[104] Johnson & Johnson later took over the Coolidge Mill on the west side. Waumbec Mills, Inc., makers of synthetic fibers first took space in the millyard in 1936 and remained until 1978. The J.F. McElwain purchased Mill No. 12 in 1935 and converted it into two shoe factories and a sole cutting plant. It was in this building, then known as McElwain's Factory J that combat boots were made during World War II. The company remained here until 1979. The Arms Textile Manufacturing Company, makers of worsted and woolen interlining, took over several buildings in the millyard including Mill No. 8 and Mill No. 9, beginning in 1937.

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[100] Amoskeag Bulletin, February 1, 1921. Horses and wagons were stored in a large stable on the west side of the river south of Mill No. 11.
[101] Amoskeag Bulletin, June 15, 1920.
[102] Kenison, Dumaine's Amoskeag, p. 75.
[103] Kenison, Dumaine's Amoskeag.
[104] Hareven, p. 306.

World War II found the millyard again fully utilized but in the postwar period the prosperity was ended by increasing technological obsolescence. A complex which had been designed to accommodate one major employer was hardpressed to adapt to the demands of eighty or more separate businesses. When the millyard was built workers walked to the mills. Now the millyard had to accommodate increasing parking needs and freight moved by trucks rather than trains.

In 1954 the State of New Hampshire acquired and razed numerous mill structures on the west side of the Merrimack River for the construction of the F.E. Everett Turnpike, marking the first demolition of millyard structures. In 1961 the Manchester Housing Authority (MHA) retained Arthur D. Little, Inc. to study Manchester's economic problems and opportunities. The MHA, charged with administering urban renewal in Manchester, approved the twenty-year Amoskeag Millyard Urban Renewal Plan on February 3, 1966. Final federal approval of the project was received in July 1966.

The major objective of the Urban Renewal Plan was to modernize the millyard for continuing industrial use. In order to eliminate what had become open sewers, the upper and lower canals were acquired and filled, thereby also increasing the land available for roads and parking. Before the canals were filled the many penstocks, raceways, tunnels and drains running under the mill buildings on the Lower Canal were blocked and the canal bridges were removed. Buildings which were too expensive to repair or too narrow for modern manufacturing, including the buildings along the canals, were cleared. Infested with anthrax, an infectious disease of sheep and cattle that can be transmitted to humans, the Arms Textile Mill (Mill No. 9) was acquired and demolished. In total 25% of the 5 1/2 million square feet of gross floor area in the millyard was eliminated through demolition. The following structures were recorded with measured drawings prepared by the Historic American Buildings Survey: Amoskeag Mill No. 9; Amoskeag Paper Mill; Amoskeag River Dye House, Bleach House and Counting Rooms; Manchester Mills Counting Rooms, Repair Shops, and Mills No. 1, 2, & 3; South Upper Canal Building and Stark Mills No. 2, 3 & 4.

The canals were filled in 1971 and the double trackage of the Boston and Maine Railroad was relocated on top of the canals. Canal Street was widened and rebuilt as a 4-5 lane boulevard. The south bound lanes of Canal Street were built on the former railroad right-of-way. Commercial Street was completed about 1973 with Canal Street completed the following year. A new entrance to Commercial Street and the millyard from Canal Street was constructed in the vicinity of Brook Street. On the west side, Mill #12 was torn down in 1980 to provide a parking lot for the Catholic Medical Center. Although there are still some industrial and warehousing uses in the millyard, in the past twenty years a number of the mill buildings have been rehabilitated for offices, restaurants and other uses. The University of New Hampshire, Manchester is now headquartered in the former machine shops (#19) and U.S. FIRST is located in the former Amoskeag Mill #3 (#28) which also houses a museum of industrial heritage. Additional structures which have been demolished in recent years include Mill No. 6 in 1997 and the southern part of Mill No. 5 in 1999. New construction within the millyard includes the WMUR Studios, south of Granite Street.

NATIONAL REGISTER CRITERIA STATEMENT OF SIGNIFICANCE:

The Amoskeag Manufacturing Company Millyard is significant under National Register Criterion A, Industry, as one of the most important nineteenth and early twentieth century industrial complexes in the United States and as an excellent example of the nation's early industrial growth. From its beginnings as an early utopian community through its later transformation into an international melting-pot, the millyard reflects the growth and decline of what was at one time the largest textile manufacturer in the world. In addition to the wide range and volume of textiles that were produced here, the millyard operations also included the manufacture of fire engines, locomotives, rifles and many other machines. At its peak, the company employed approximately 15,000 workers. The resources of the millyard, built and altered between 1838 and 1936, illustrate the evolution of the company's operations as well as changing tastes and styles. The layout of almost continuous rows of mill buildings along two power canals with distinct yards is a unique example of a planned industrial space. Although many different company architects and engineers left their imprints over the years, the simplicity and restrained ornamentation of the millyard buildings results in a cohesive unit which exhibits considerable uniformity in appearance.

Parts of the district may also be significant under Criterion D, archeology, for the information which may be yielded in the future. Contained within the bounds of the district is the entire route of Blodget's transportation canal system which made a water connection between Boston and Concord possible, by passing the Amoskeag Falls. Construction of the canal began in the 1790s and was completed in 1807. The canal was in continuous service from 1810 until the 1850s when competition from the railroad rendered it obsolete. The transportation canal was rebuilt and incorporated into Amoskeag's power canal system. The district also includes numerous paved parking areas which are the sites of demolished mill buildings and which, if evaluated in the future, may be eligible under Criterion D.

STATEMENT OF INTEGRITY:

Despite the destruction of at least one-third of the millyard components by urban renewal and continuous alteration over the years, the Amoskeag Manufacturing Company Millyard continues to exhibit a sense of the scale and importance of what was once the largest textile producer in the world. Although in many cases individual buildings have seen extensive alterations and experienced some loss of integrity, in most cases form, massing, and exterior masonry remain intact. The buildings are utilitarian in design and retain important character-defining features including high ceilings, large windows and functional stair towers which also served as distinctive navigational aids. Taken together the millyard buildings continue to form a cohesive unit which represents a significant and distinguishable entity. Although the industrial setting which once characterized the millyard has been diminished, the individual resources in the millyard can still be understood and appreciated as integral elements in the overall industrial complex.

NATIONAL REGISTER BOUNDARIES

The proposed National Register district echoes the historic bounds of the Amoskeag Millyard, as represented in various early 20th century maps. The district extends for over a mile along the east bank of the Merrimack River from the remains of dams just north of the Amoskeag Bridge to the Mill #10 South south of Granite Street. Canal Street forms the eastern boundary to the district. On the west side of the river, the district is bounded on the north by the Coolidge Mill and associated storehouses and extends to the north side of Douglas Street backstreet and is bounded on the west by McGregor/Main Street. The boundaries have been drawn to include most of the mill buildings and other support structures associated with and constructed by the Amoskeag Manufacturing Company between 1838 and 1936.

The boundaries exclude the few remaining structures of the Manchester Locomotive Works on the east side of Canal Street which are located outside of the main millyard. The Locomotive Works were the successors to the Amoskeag in the manufacture of the famous Amoskeag Locomotives and steam fire engines and may be eligible for the Register separately. At the northwest corner of the district, the boundary is drawn at the western edge of the hydroelectric plant and excludes the former site of Amoskeag Village on the west bank of the Merrimack. Although the early structures associated with the beginnings of the company were located here, the sites have been so altered and built over as to no longer be recognizable or possessing integrity.

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Site #	Name of Resource	Address (where applicable)	Date of Const.	Contrib./Noncontrib (Bldg. unless noted).
	NORTHERN DIVISION			
1	Hydroelectric Station		1924	C
2	Dam		1921	C (Structure)
3	Former Arch/Wing Dam		1871	C (Structure)
4	Former Dam		1837-40?	C (Structure)
5	Blodget Canal Remnants		by 1807	C (Structure)
6	Head & Flood Gate House		c.1840/c.1922	C
7	Ice Weir		c.1840	C(Structure)
8	Red Gate House		1909	C
9	North Division Powerhouse		1909/1937	C
10	Bridge Abutments		1909	C (Site)
11	Stone Walls, Island		1921	C (Structure)
12	Jefferson Mill	670 Commercial Street	1886	C
13	Boiler House		1886	C
14	Cotton Store House (site)		1887	C (Site)
15	Langdon Mill No. 2	155 Dow Street	1868	C
16	Amory Mill (Mill No. 3, Northern)	150 Dow Street	1880/1892	C
16A	Boiler House		1939	NC
17	New Bag Mill (Mill No. 4)	540 Commercial Street	1915	C
18	Stark Mills Picker House (Mill No. 5 North)	500 Commercial Street	1881	C
	CENTRAL DIVISION			
19	Machine Shop Buildings	400 Commercial St.	1880-1, 1890	C
20	Bridge Abutments		1882/1896	C (Site)
21	Arms Park		c.1970	NC (Site)
22	Stark Mills #1 & #2	400 North Bedford Street	1838/1839/ 1844	C
23	Mill Girl Statue		1988	NC (Object)
24	Mill # 8, Central Division	340 Commercial Street	1874	C
25	Mill #7, Central Division	324 Commercial Street	1869	C
26	New Dye House	286 Commercial Street	1868	C
27	Amoskeag New Mills (#1, #6, #2)	300 Bedford Street	1840/1860	C
28	Amoskeag Mill #3	300 Bedford Street	1870	C
29	Amoskeag Mills # 5 (Waumbec)	250 Commercial Street	1899	C
30	Bridge Abutments		1870-1/1896	C (Site)
	SOUTHERN DIVISION			
31	Manchester Mills #2 (Pandora)	Commercial Street	1850/c.1870	C
32	Manchester Mills #3		1880	C
33	Manchester Mills #5 (south portion)		1889	C
34	Manchester Mills #7 (part) (Manchester Print Works west wing)	50 Phillippe Cote	1853/c.1890	C
35	Loeb Plaza		1982	NC (Site)
36	Mill #10 South	55 S. Commercial Street	1901	C
37	WMUR	100 Commercial Street	1995	NC
37A	Commercial Building	18 S. Commercial Street	c.1980	NC
37B	Auto City	17 S. Bedford Street	c.1980	NC

	WEST SIDE			
38	Coolidge Mill	345 McGregor Street	1909	C
39	Cotton Storehouses		1912-1915	C
40	Intl. Cotton Mills Corp. Storehouse		1919	C
41	Stark Mills Cotton Storehouse		1895	C
42	Valve House		c.1890	C
43	Notre Dame Park		1990	NC (Site)
44	Mill #11	195 McGregor Street	1889/1891	C
45	Mill #11 Annex (Cloth Room)		1891	C
46	Pattern House	333 Allard Drive	1887	C
47	Fence	McGregor , Main and Bridge Streets	1894	C (Structure)
48	Derrick Store House (Vermont Salvage)	2 Lumber Lane	1897-1909	NC
49	Metal Storage Building (Ray the Mover)	260 Allard Drive	1939-1953	NC
50	Potato Chip Storage Building	1 Lumber Lane	c.1945	NC
51	Truck Repair Building	270 Allard Drive	1936-1939	NC
52	Former Cotton Storehouses	160-180 Allard Drive	1895	NC
53	Print Works Laboratory		c.1901	C
54	Tennis Courts		c.1998	NC (Site)
54A	Locker Building		c.1998	NC
55	Courtyard Apartments		c.1985	NC
56	Storage Building		c.1950	NC
57	Truck Repair/Incinerator		1956	NC
58	Shoe Factory Office		c.1935	NC
59	Print Shop		c.1980	NC
60	Bank		c.1980	NC
61	Watch House		c.1980	NC
62	Watch House		c.1970 or earlier?	NC
63	R.Rovner & Co.		c.1950	NC

TOTAL:

31	Contributing buildings
19	Noncontributing buildings
4	Contributing sites
4	Noncontributing sites (not including parking lots)
0	Contributing objects
1	Noncontributing object
7	Contributing structures
0	Noncontributing structures

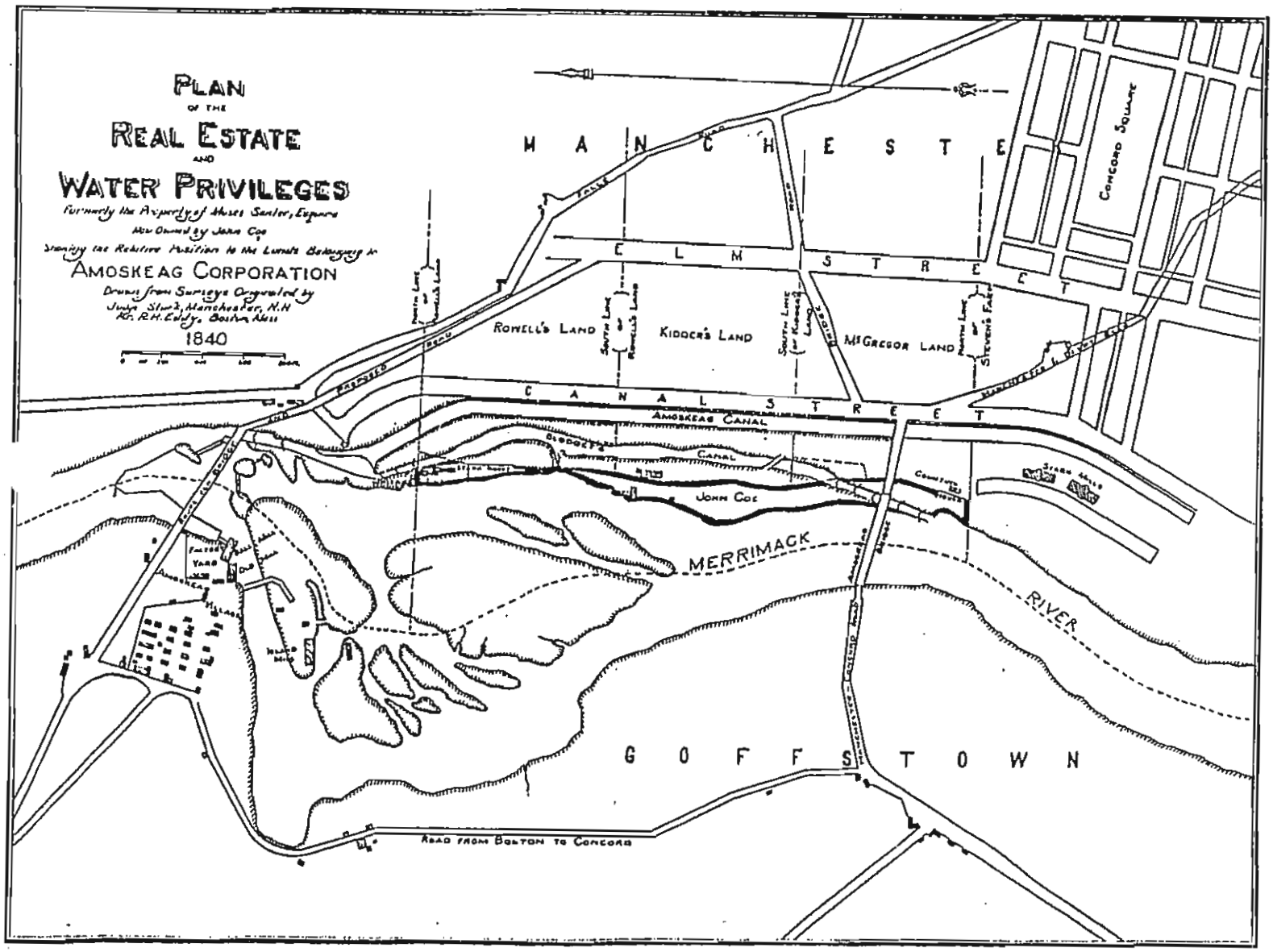


Figure 1
1840 Map of Real Estate and Water Privileges of Amoskeag Corporation

Source: Manchester Historic Association

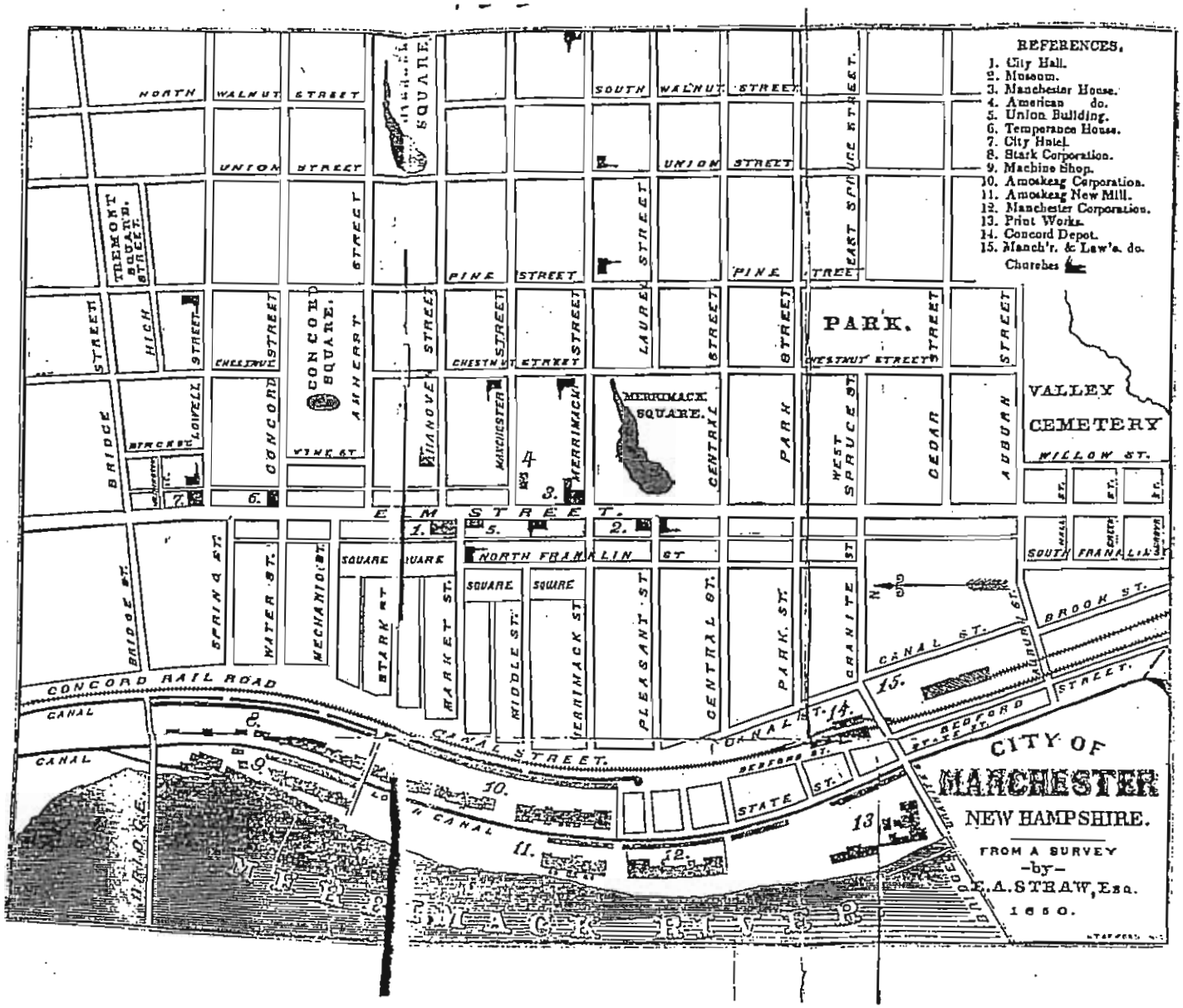


Figure 2
E. A. Straw, 1850 Map of City of Manchester, New Hampshire.

Source: Manchester Historic Association

Figure 3
c.1892 view of mills on canals.

Source: W.H. Parish, Art Work of Manchester as reproduced in Samson, A World Within A World, p. 49.

Figure 4
1968 view of Lower Canal, looking south with Manchester Mill No. 2 (Pandora) tower at center.

Source: Randolph Langenbach, "An Epic in Urban Design", Harvard Alumni Bulletin, April 13, 1968.

Figure 5
1968 View of spans across millyard canal.

Source: Randolph Langenbach, "An Epic in Urban Design", Harvard Alumni Bulletin, April 13, 1968.

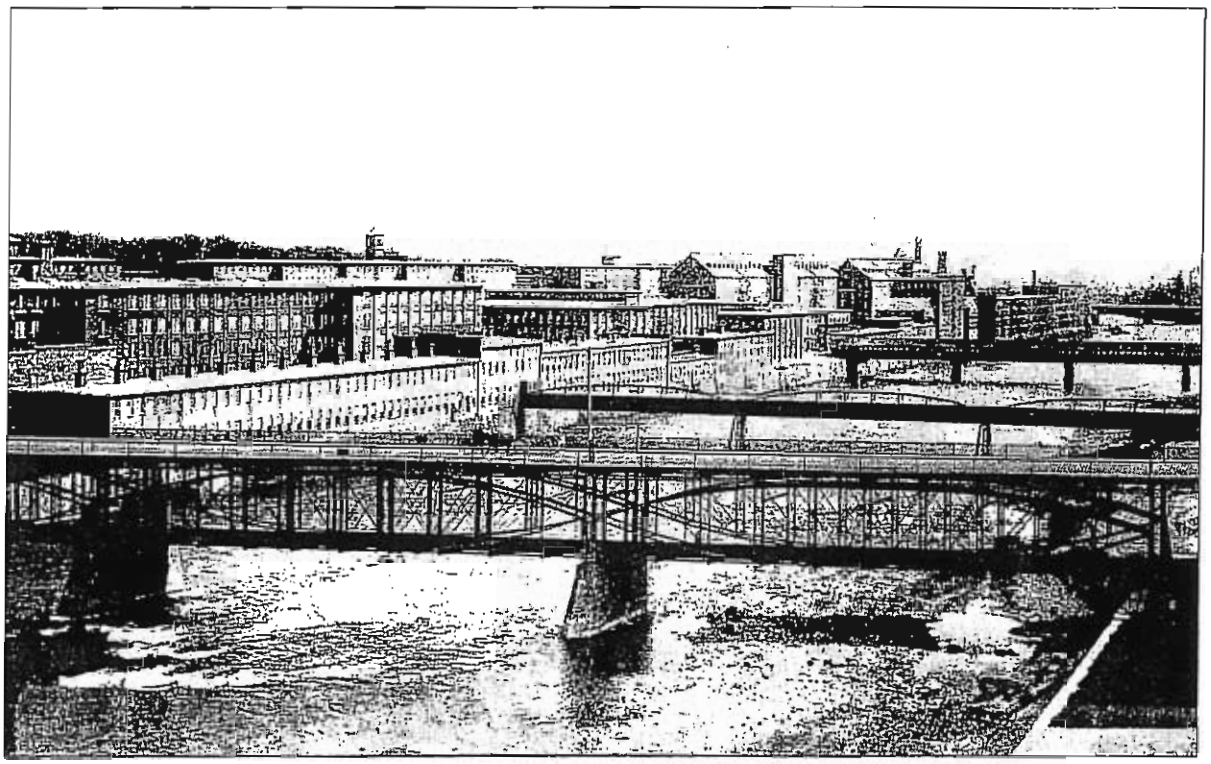
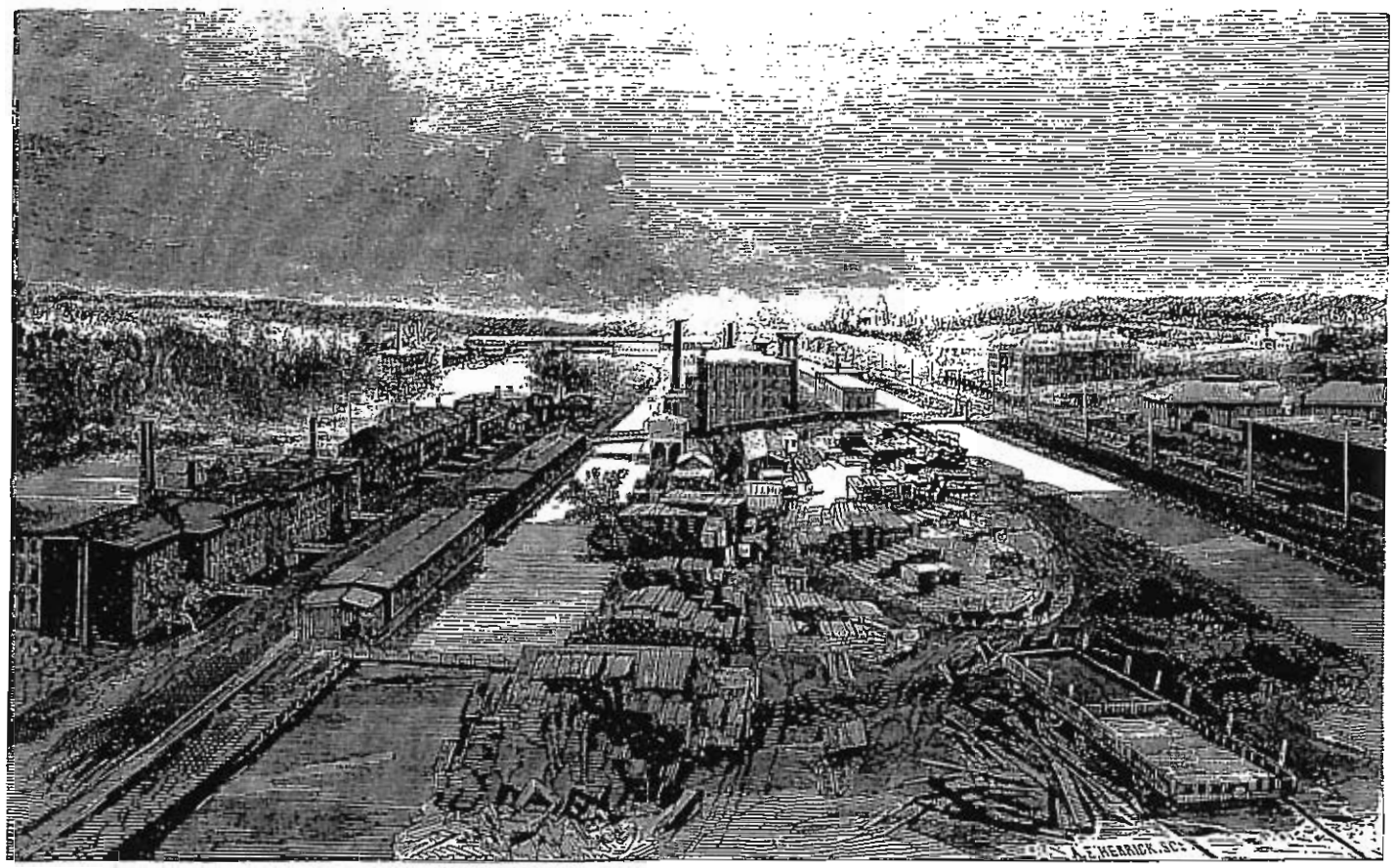


Figure 6
c. 1892 View of bridges across Merrimack River looking south with McGregor Bridge in foreground and two Amoskeag Company bridges beyond.

Source: W. H. Parish, Art Work of Manchester, as reproduced in Samson, A World Within a World, p. 38.



AMOSKEAG MANUFACTURING COMPANY. — MECHANICS' ROW AND LUMBER YARD.

Figure 7
c. 1875 View of Amoskeag Millyard looking north with Mechanics' Row and Lumber Yard in foreground, Langdon Mill Tower at center.

Source: John B. Clarke, Manchester: A Brief Record of Its Past and A Picture of Its Present, 1875.

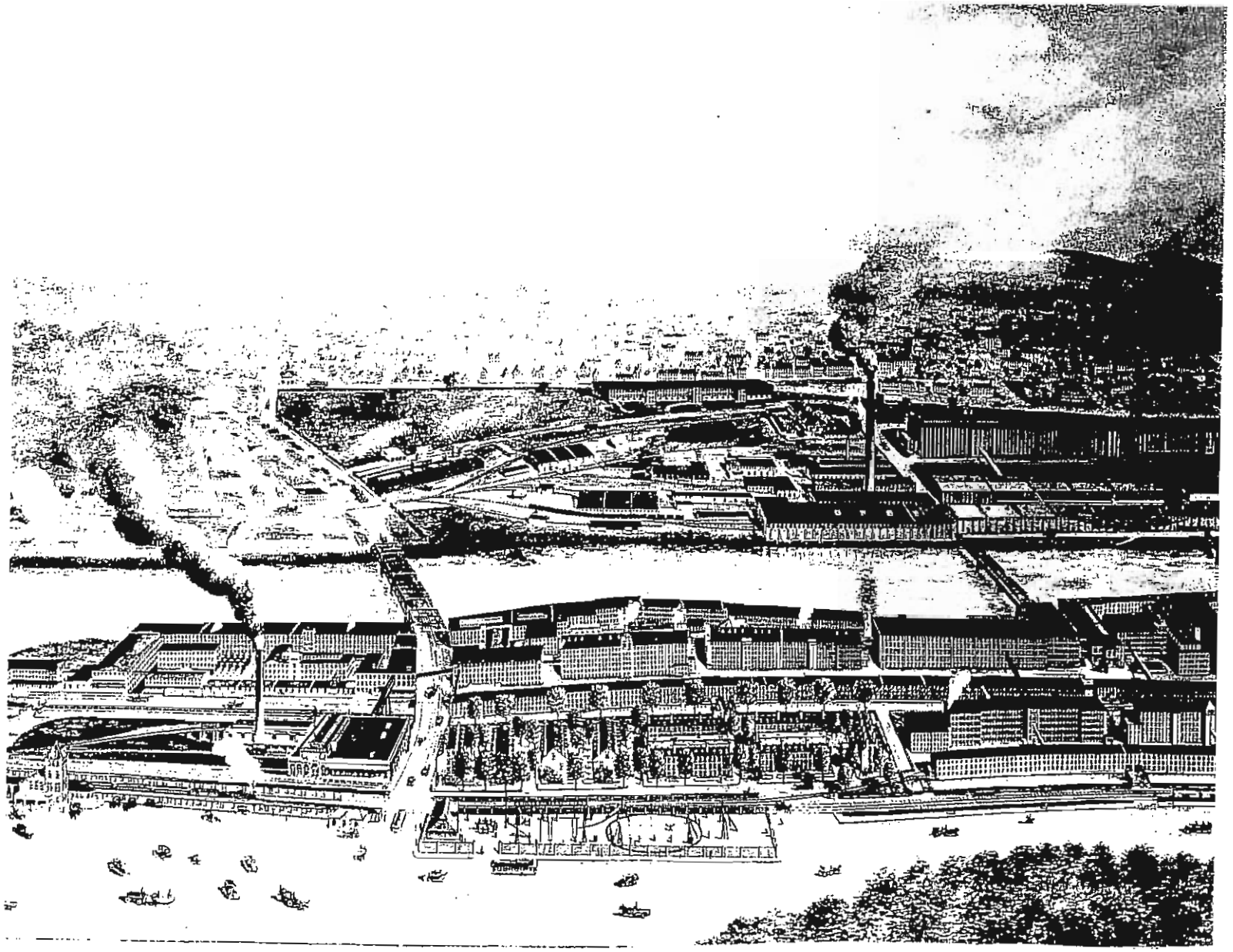


Figure 10
c.1910 Hockshaw Panorama of south end of Amoskeag Millyard, looking west

Source: Manchester Historic Association, Glass Neg. #314.

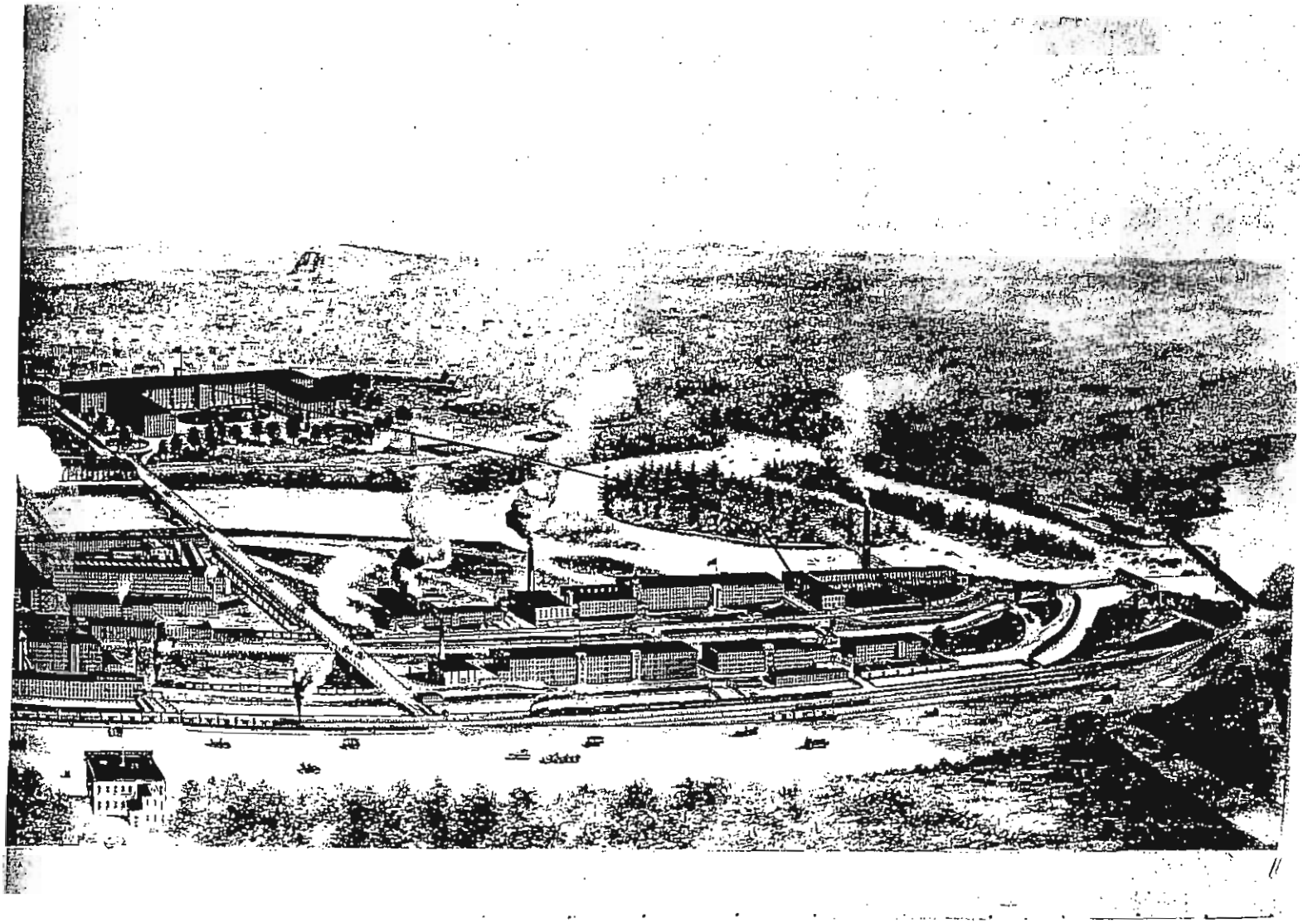
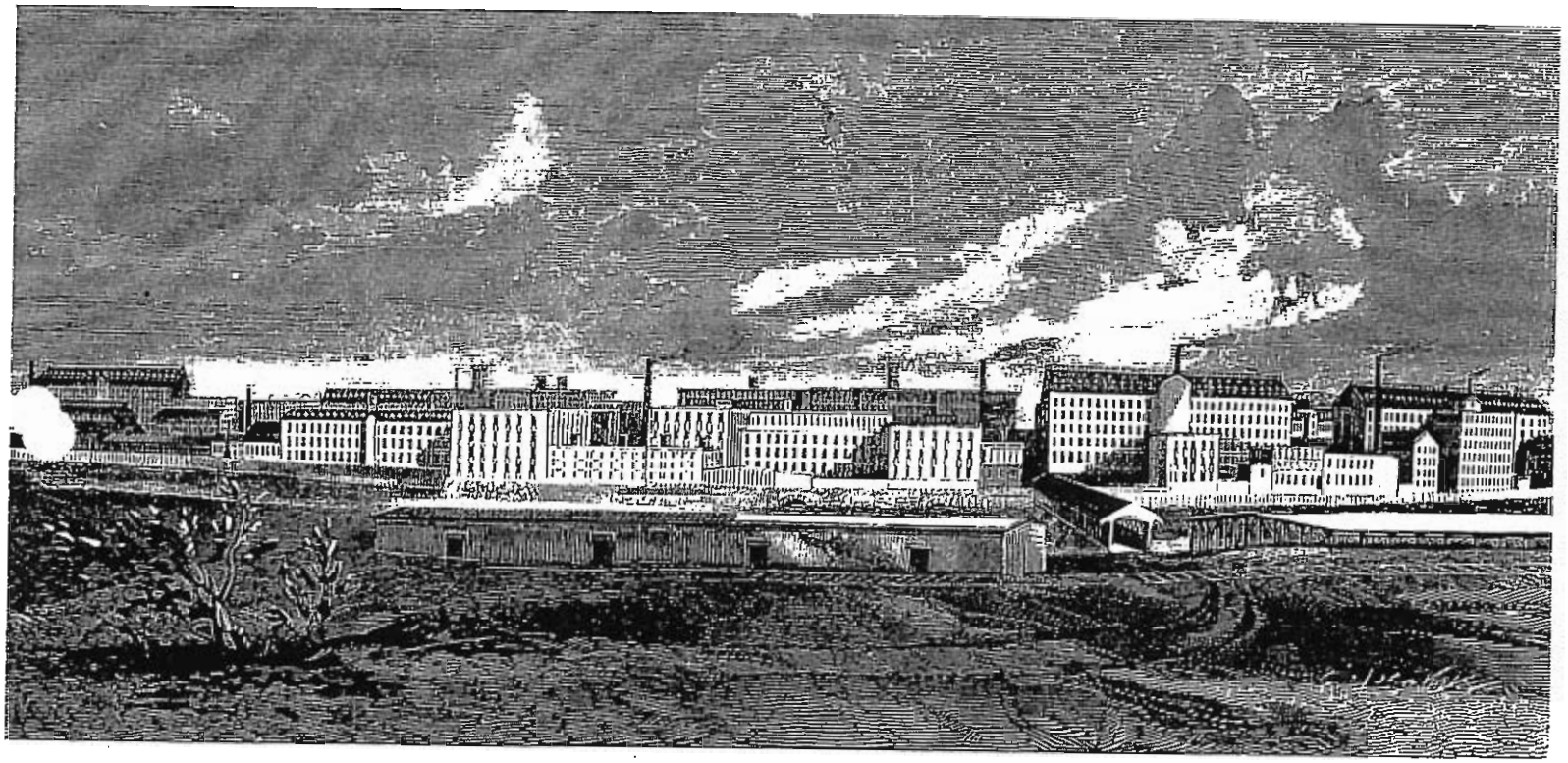


Figure 11
c.1910 Hockshaw Panorama of north end of Amoskeag Millyard, looking west

Source: Manchester Historic Association, Glass Neg. #317.



AMOSKEAG MANUF'G CO.'S MILLS.
VIEW FROM WEST SIDE OF THE RIVER.

Figure 8
c. 1875 View of Amoskeag Mills from west side of the river with cotton storehouses in foreground and old Mills 4 & 5 to right of Amoskeag Co. covered bridge.

Source: John B. Clarke, Manchester: A Brief Record of Its Past and A Picture of Its Present, 1875, p. 25.

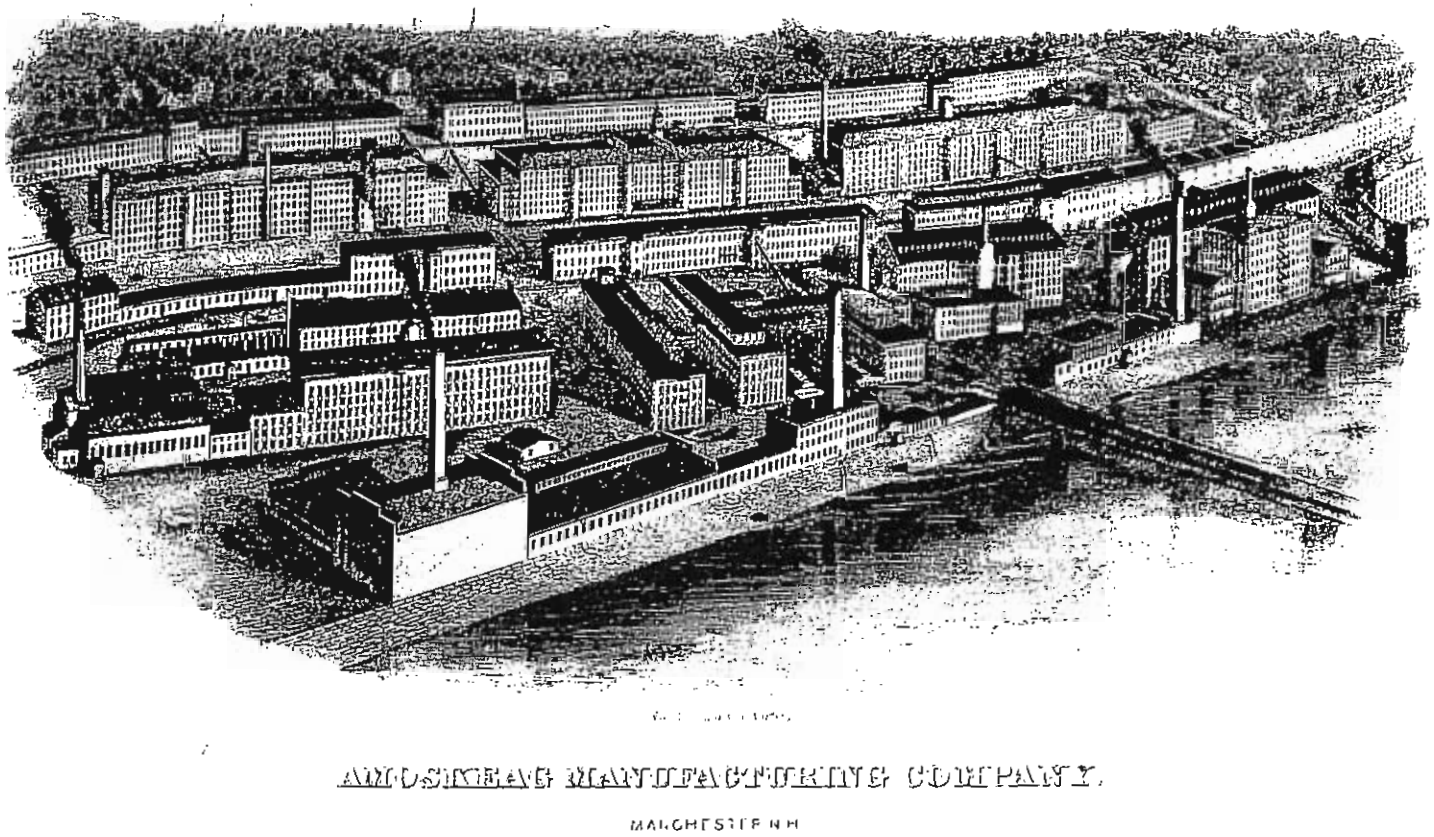


Figure 9
c.1879 View of Amoskeag Manufacturing Co. from west side of river.

Source: J.D. Van Slyck. Representatives of New England: Manufacturers, vol. 1, p. 37.

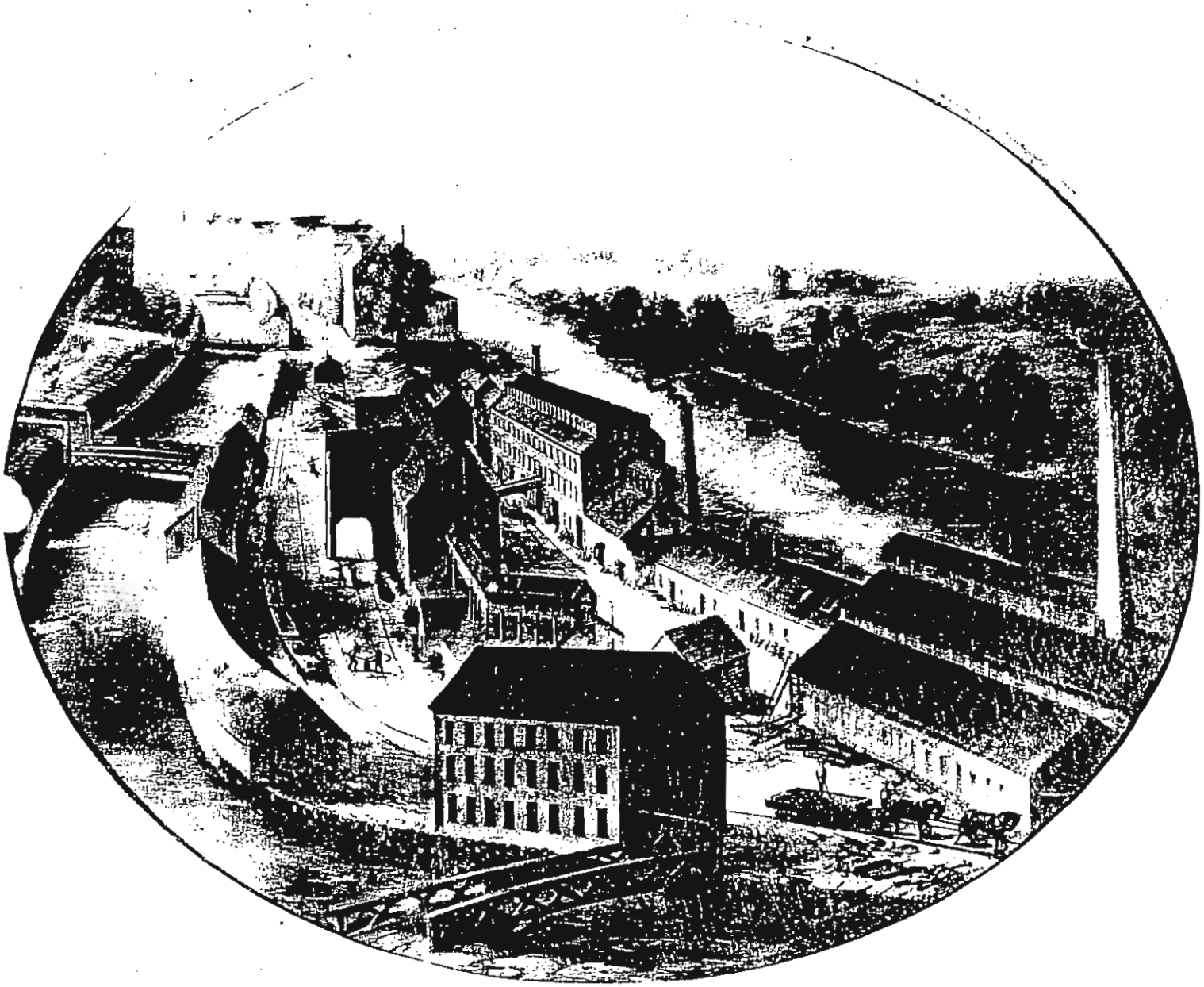


Figure 12
c.1850 View (Oil painting) of Millyard looking south.

Source: Manchester Historic Association

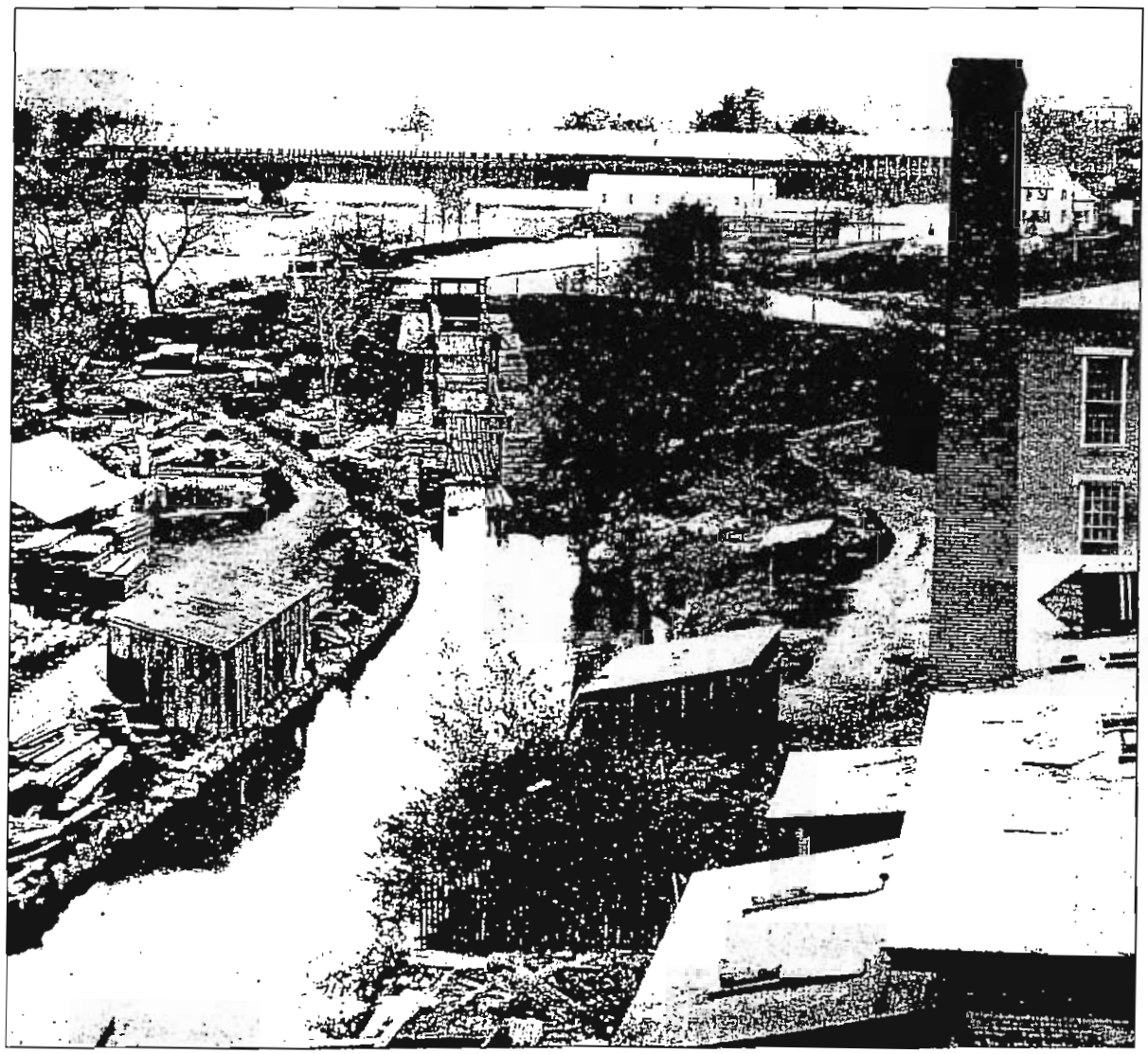


Figure 13
c.1875 view looking north toward Amoskeag Bridge, showing a portion of Blodget's old lock and canal system.

Source: Samson, Gary. A World Within a World, p. 15.

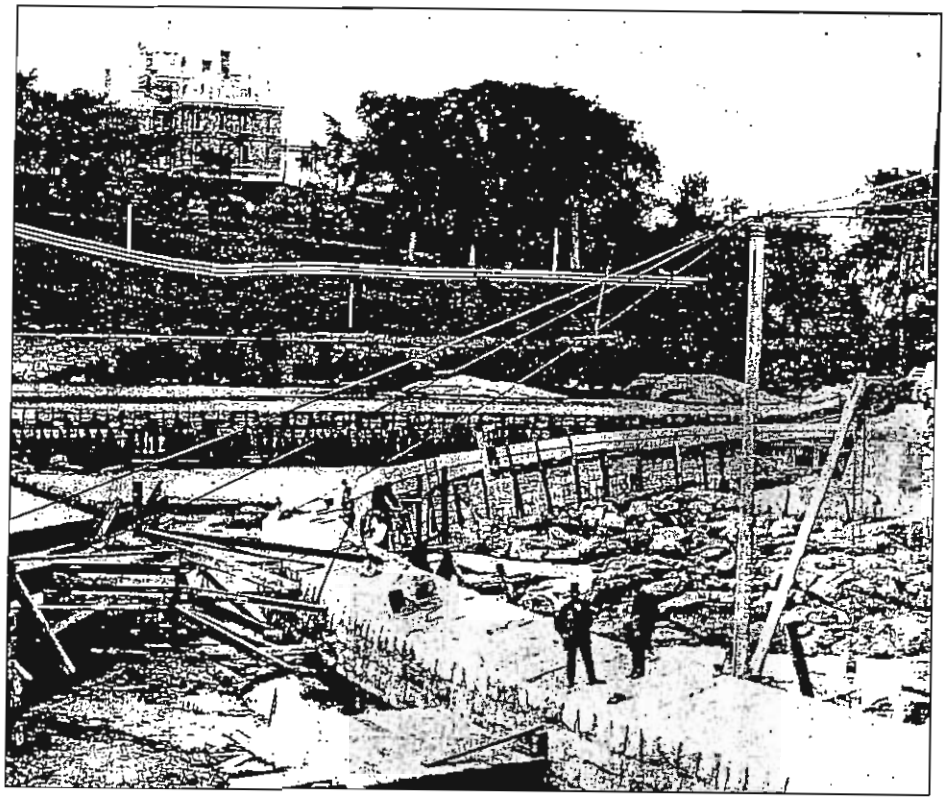


Figure 14
View of Arch Dam under construction in 1871. A.D. Stark, Photographer.

Source: Samson, Gary. A World Within a World, p. 17.

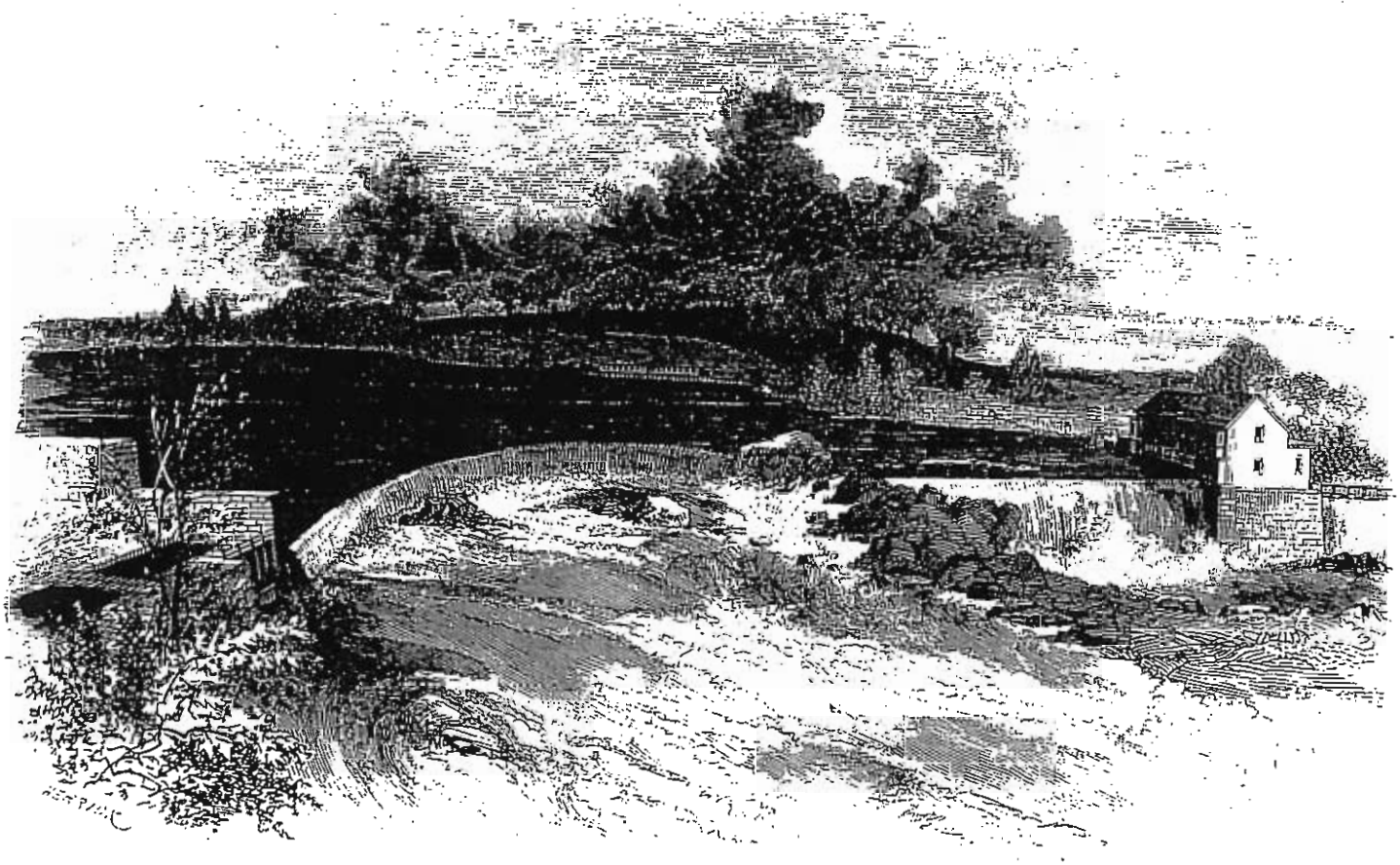


Figure 15
c.1875 view of Arch Dam and Gate House.

Source: Clarke, Manchester: A Brief Record of Its Past and A Picture of Its Present, 1875, p. 78.

Figure 16
Undated view looking north at Amoskeag Falls and Bridge with Head Gate House visible at right.

Source: Manchester Historic Association, Glass negative #290.

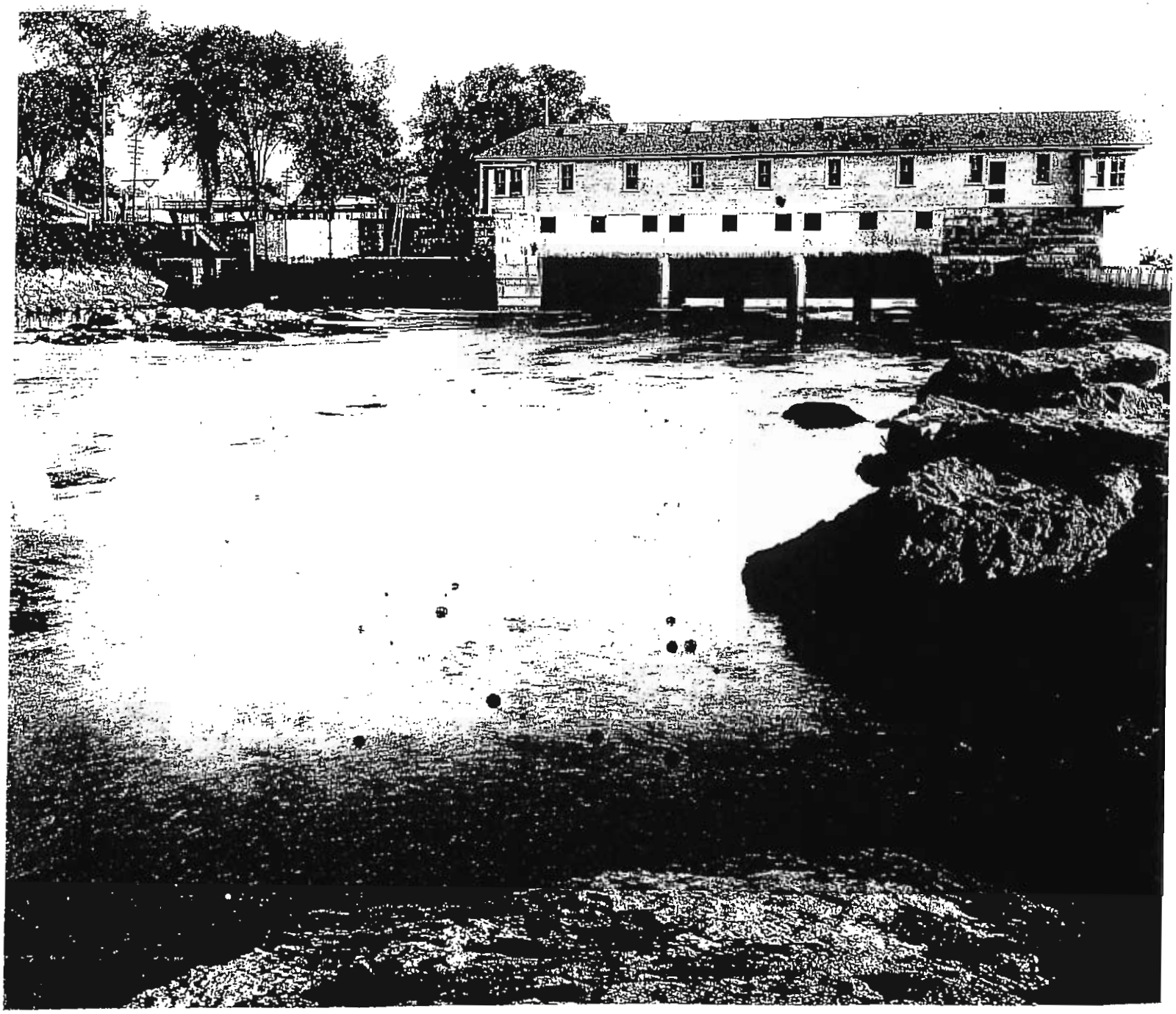
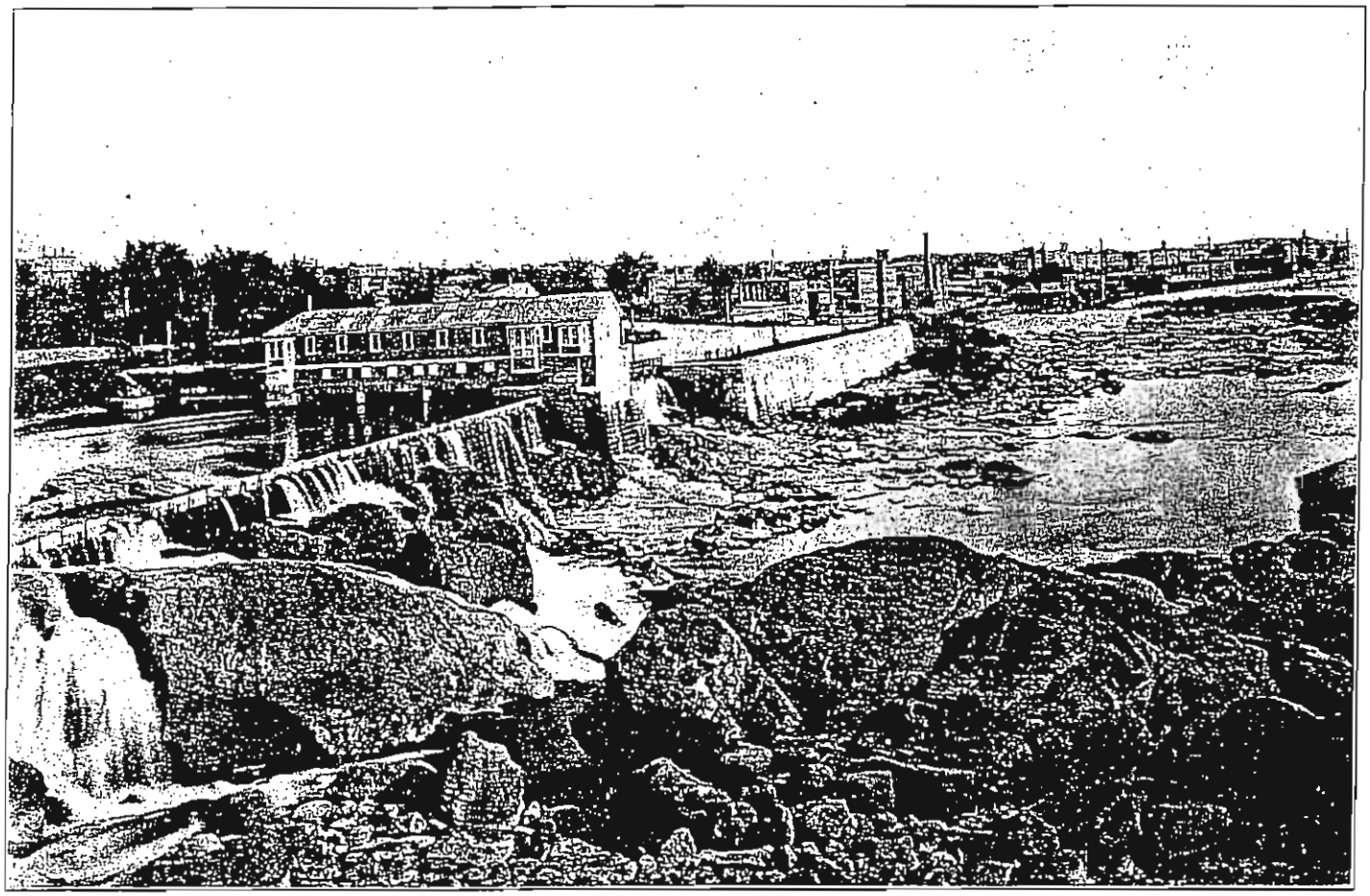


Figure 17
Undated view looking south at Head Gate House with locks visible to left of building.

Source: Manchester Historic Association, Glass negative #308.



AMOSKEAG FALLS AND GATE HOUSE

Figure 18
c.1915 view looking south at Head Gate House with wing dam.

Source: George Waldo Browne, The Amoskeag Manufacturing Company of Manchester, New Hampshire, 1915.

. Figure 19
1909 View of Dam under construction to south of Red Gate House.

Source: Manchester Historic Association, Glass negative #69.

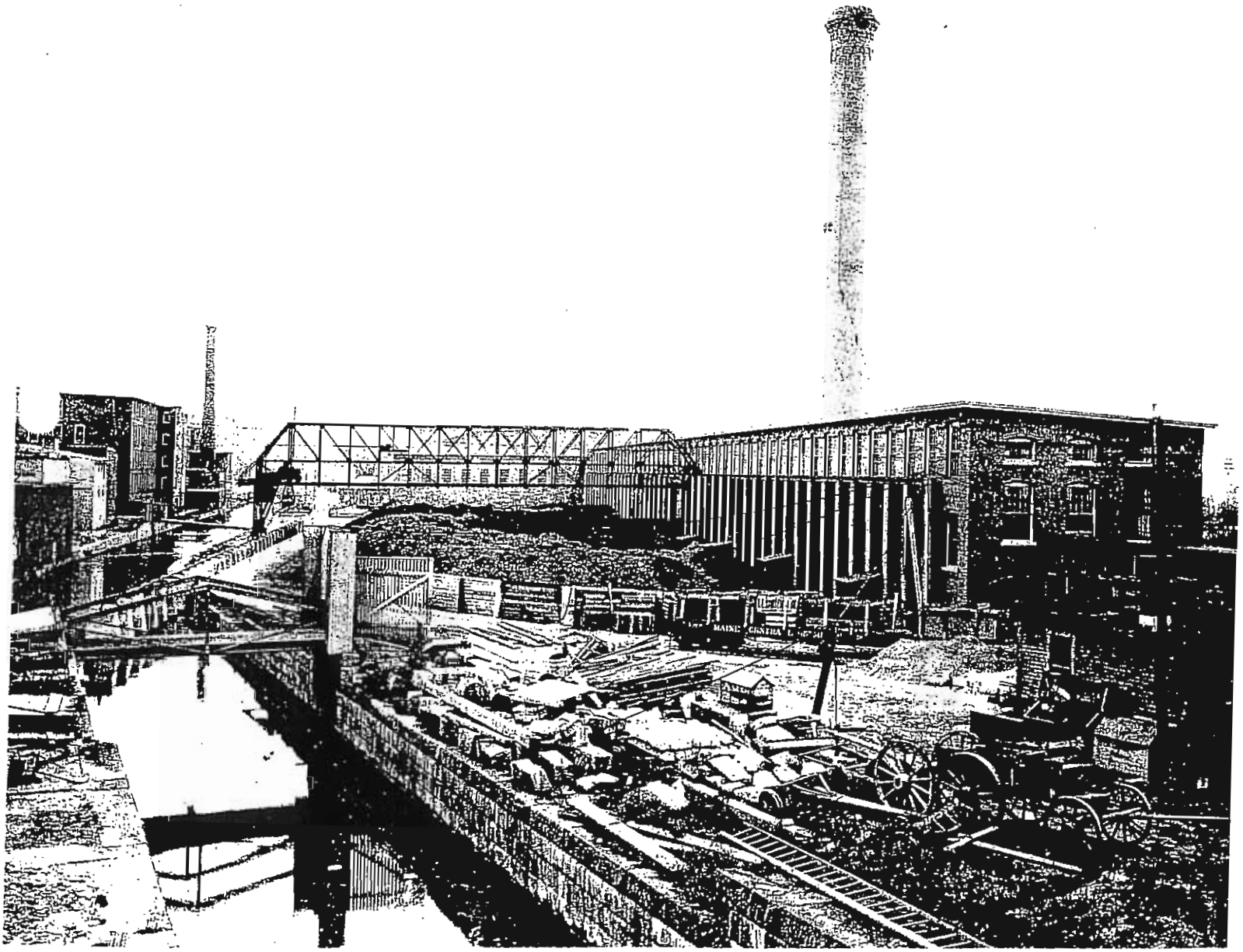


Figure 20
View of North Division Power House looking south showing gantry system for transporting coal.

Source: Manchester Historic Association, Glass negative #93.

Figure 21
1909 View of rear (river) elevation of newly-constructed Northern Division Power House looking east with bridge to island in foreground.

Source: Manchester Historic Association, Glass negative #63.

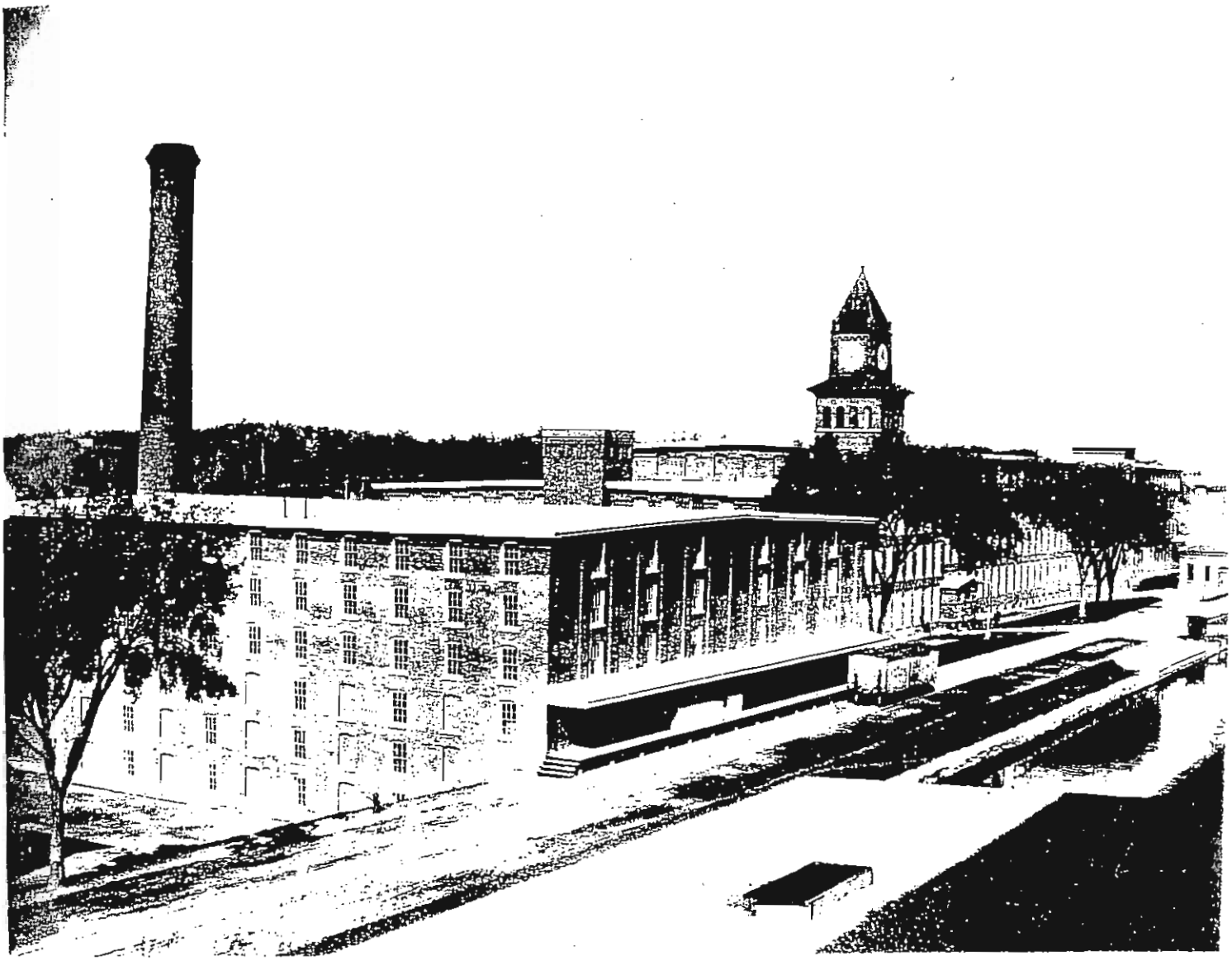


Figure 22
Undated view of Jefferson Mill looking north.

Source: Manchester Historic Association.

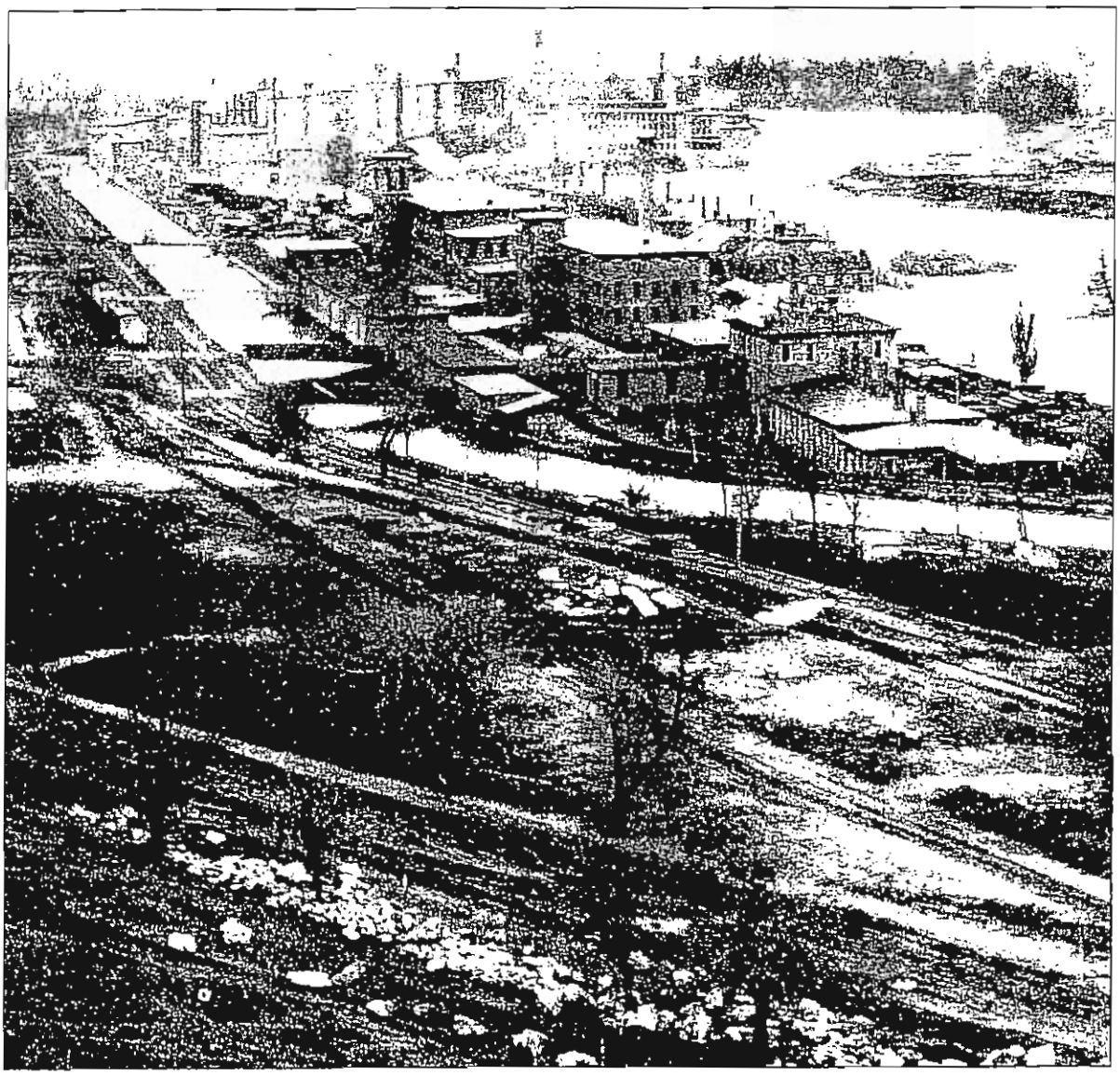
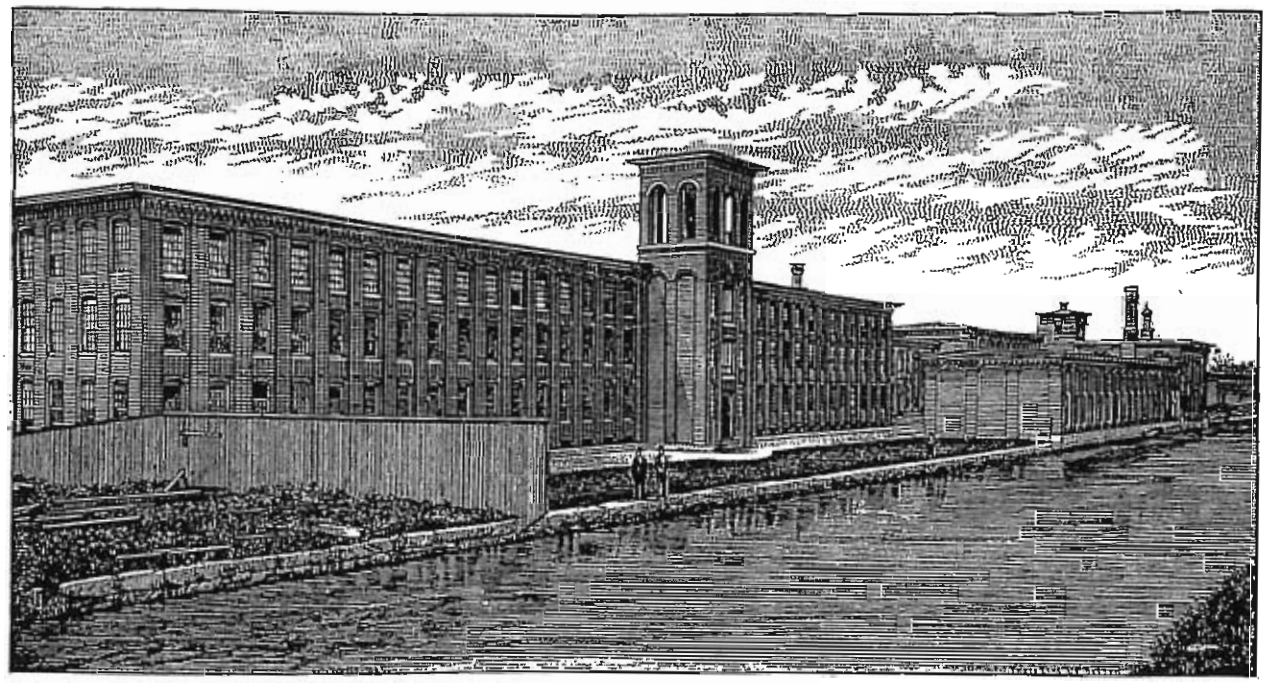


Figure 23
c.1880 view looking south at the north end of the Amoskeag Mills and canal system with Langdon Mills visible at center.

Source: Samson, A World Within a World, p. 48.



LANGDON MILLS.

Figure 24
View of Langdon Mill No. 2 looking north, with Langdon No. 1 in distance, at right.

Source: Clarke's Manchester Directory and Statistical Manual, 1882.

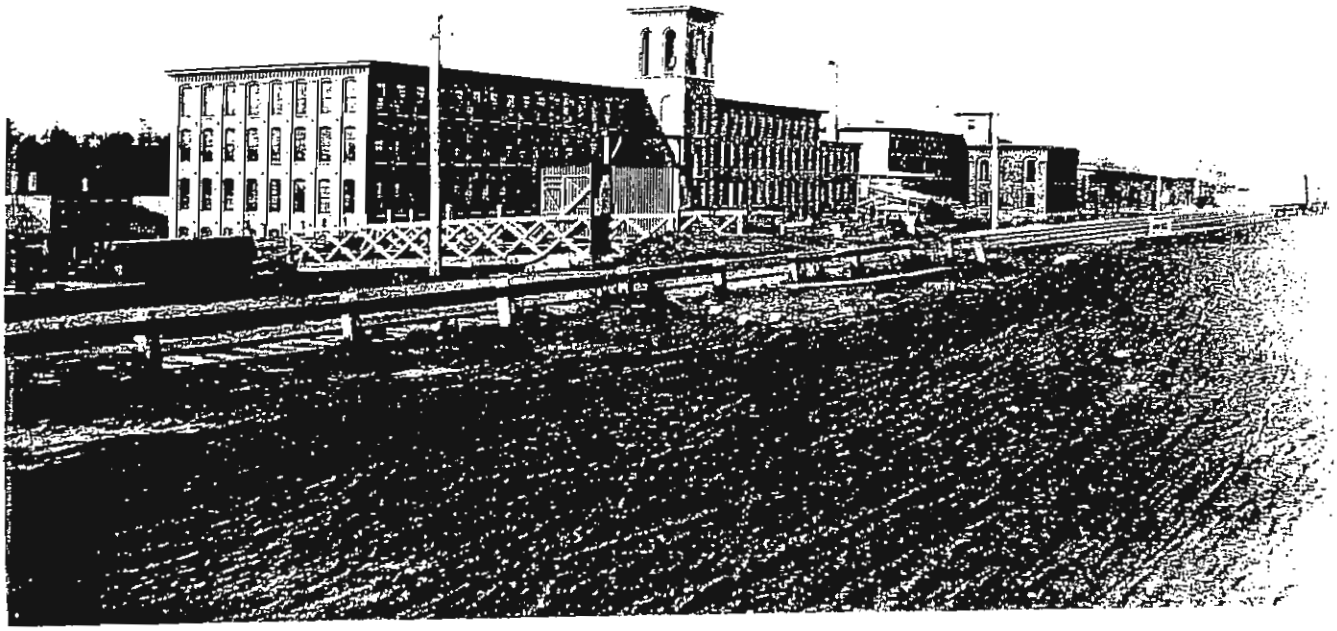
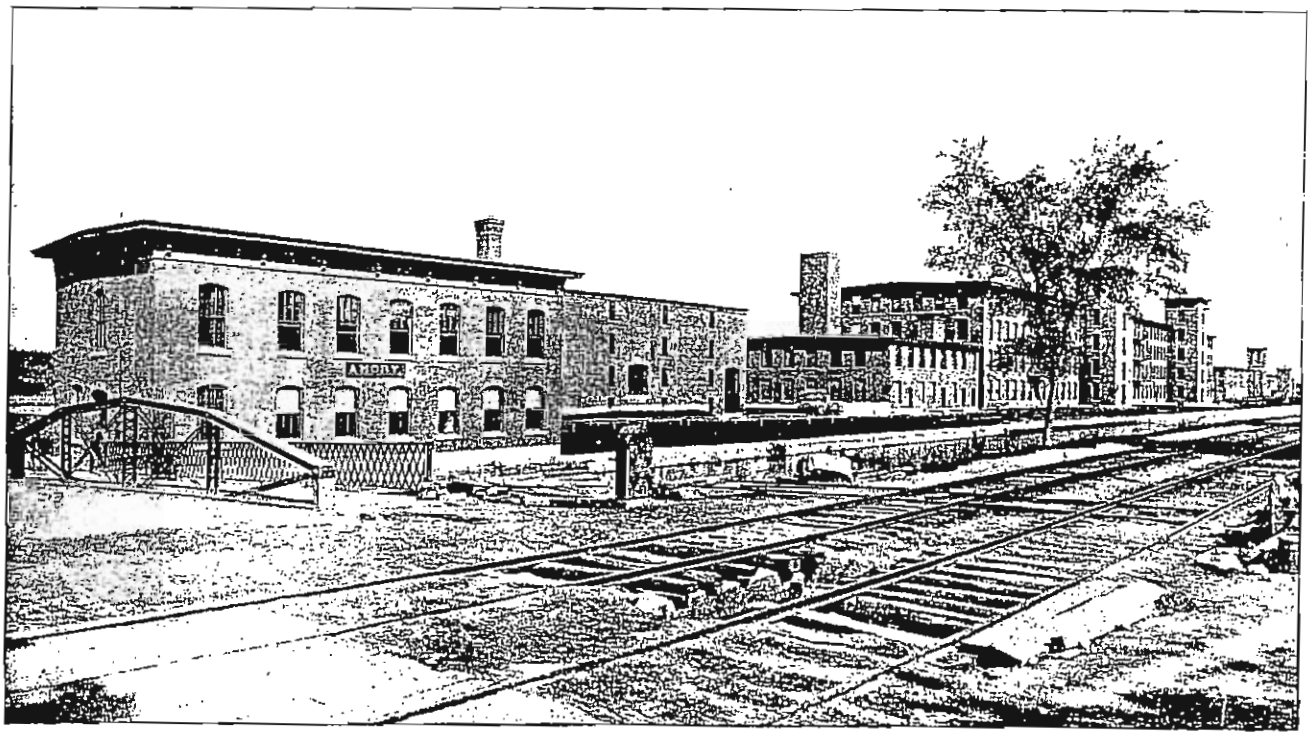


Figure 25
Undated view of Langdon Mills.

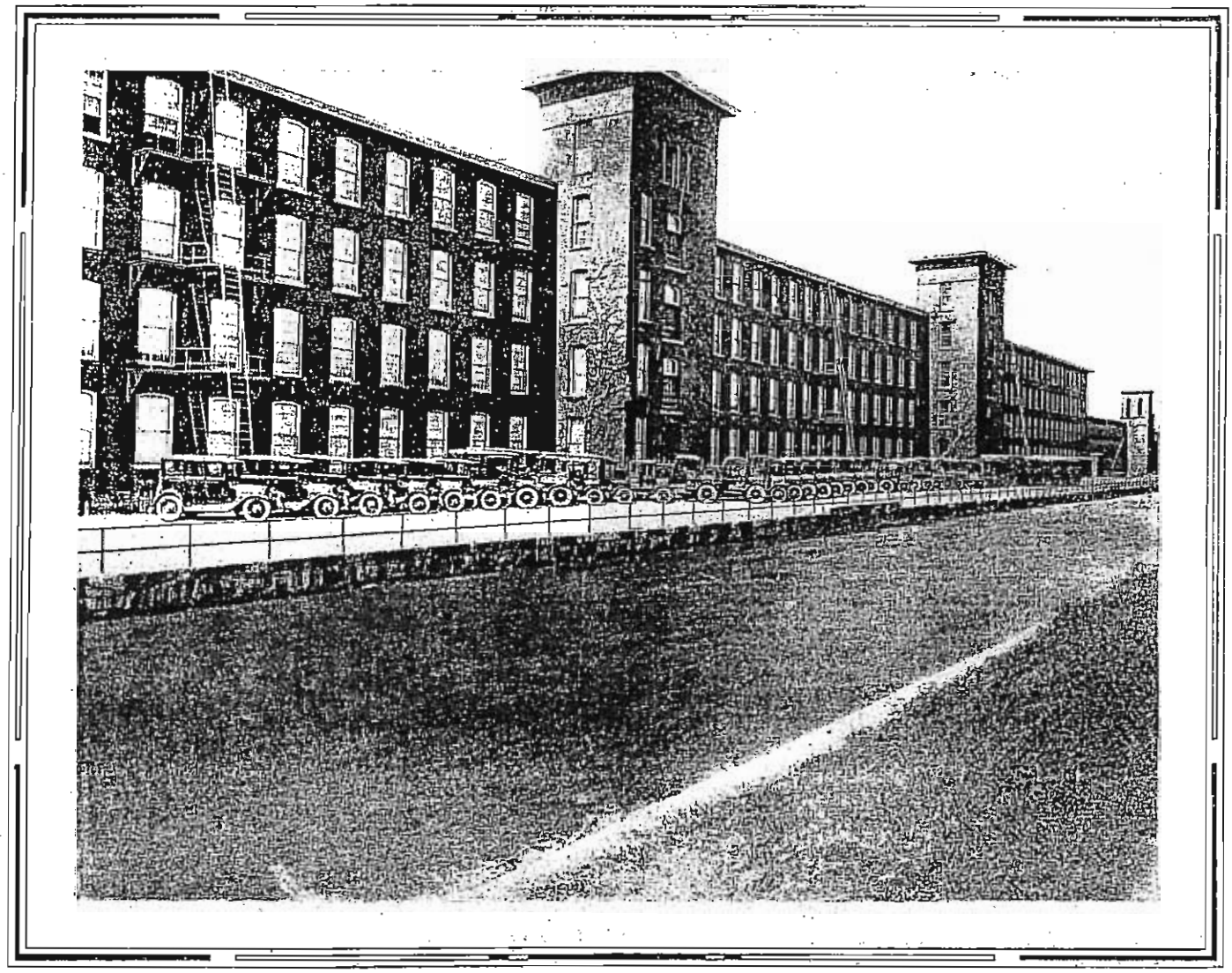
Source: Manchester Historic Association, Glass negative #254.



AMORY MANUFACTURING COMPANY.

Figure 26
c.1896 view of Amory Mills looking northwest.

Source: The Mirror's Pictorial Manchester, 1846-1896.



AUTO FLEET

Figure 27
View of Amory Mills with Auto Fleet and Upper Canal in foreground.

Source: Views and Statistics of the Amoskeag Manufacturing Company., Manchester, N.H., c.1911.

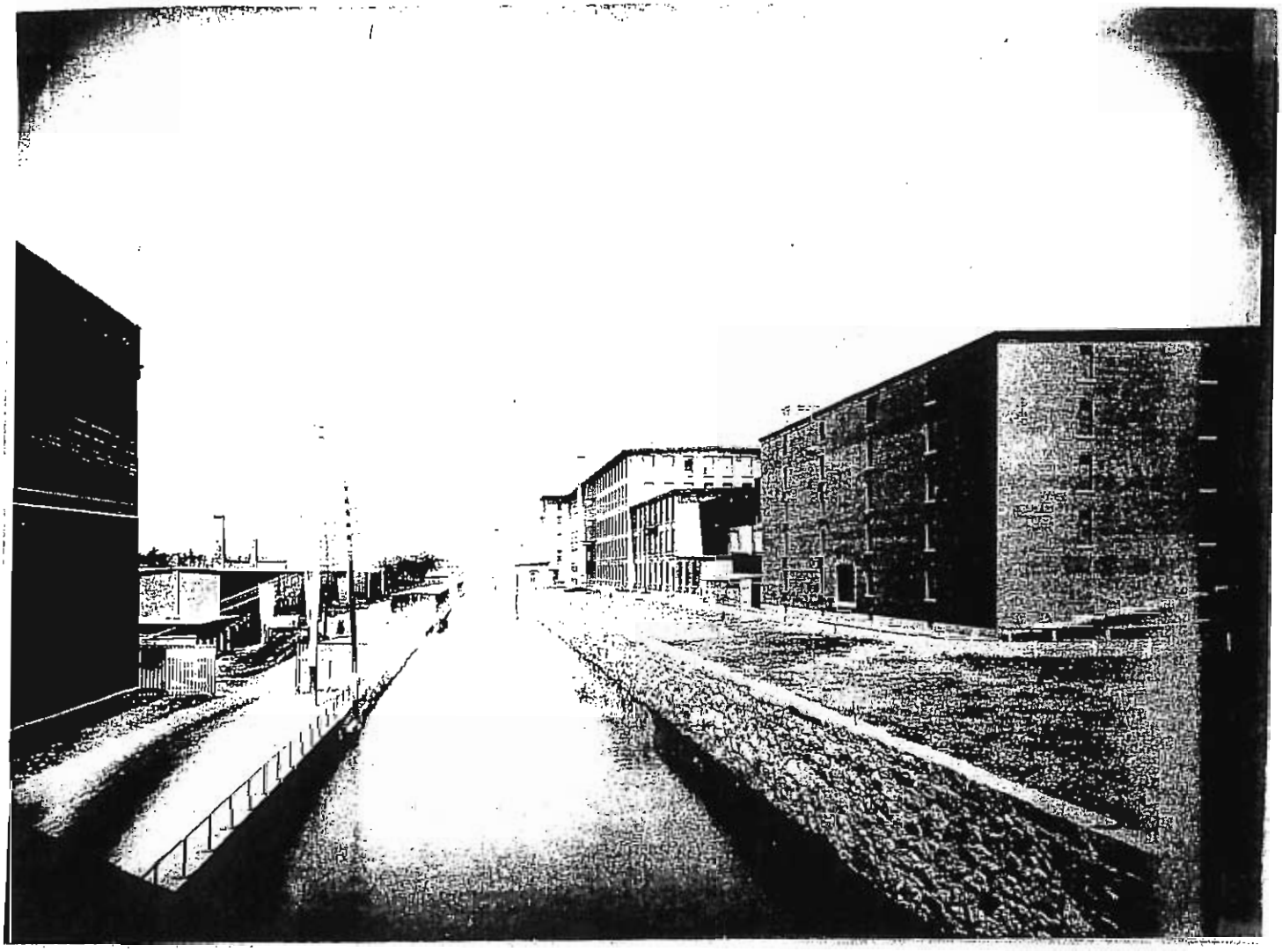


Figure 28
Lower Canal looking north with Amory Mill Store House visible at right.

Source: Manchester Historic Association, Glass negative #1078.

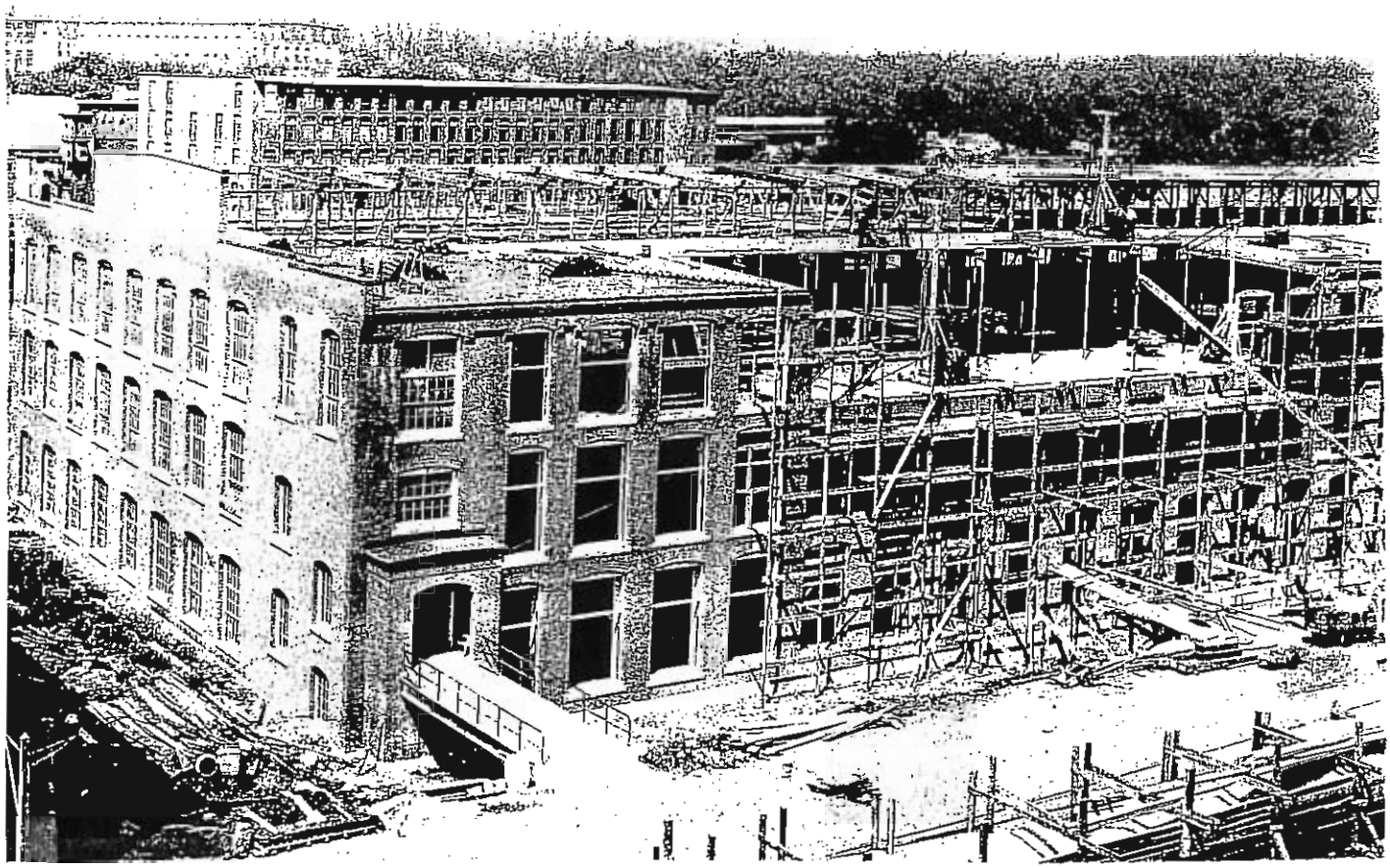
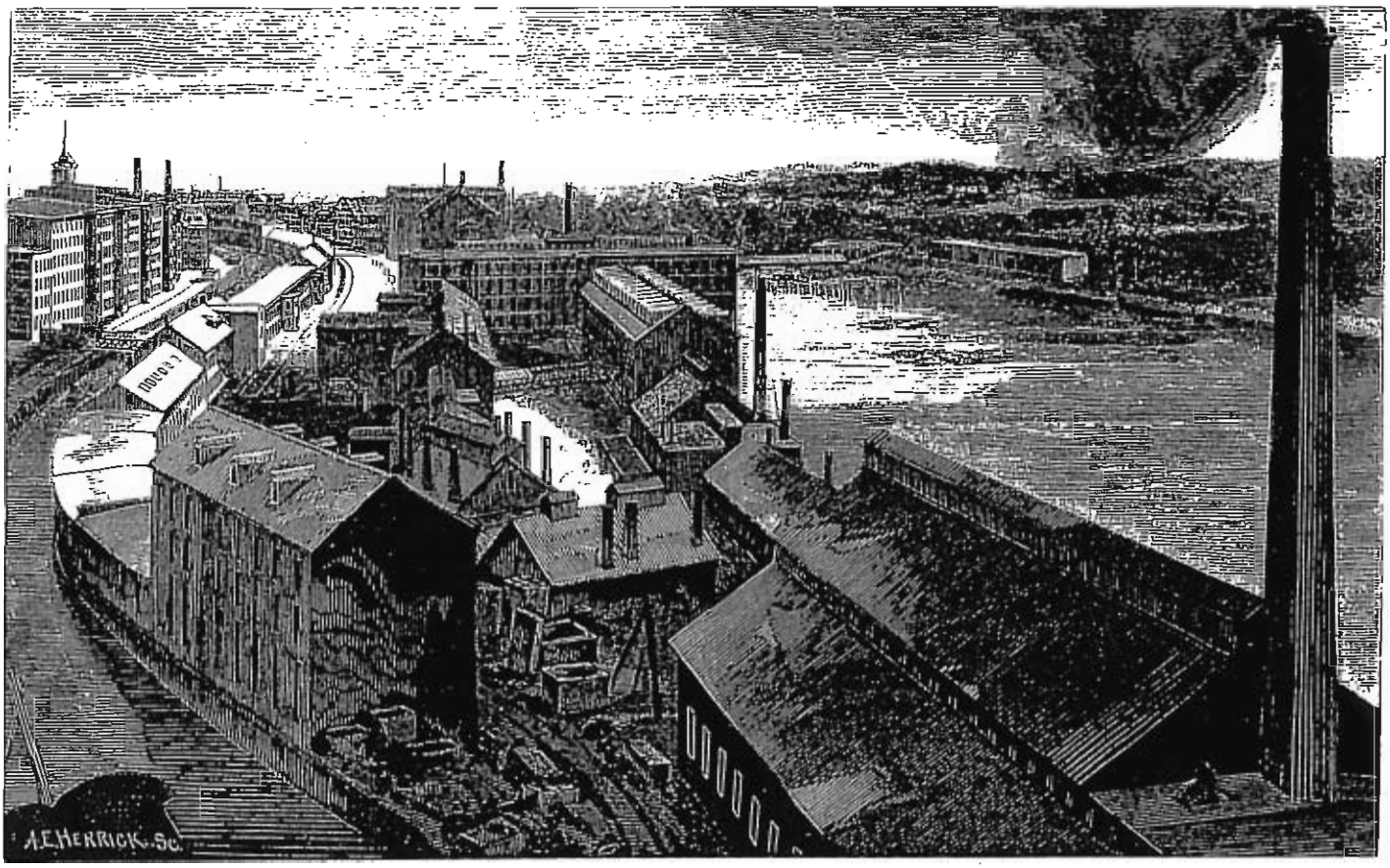


Figure 29
View of New Bag Mill under construction in 1915.

Source: Manchester Historic Association, Glass negative #755



AMOSKEAG MANUF'G CO.,
MACHINE SHOPS AND LOWER MILL YARD.

Figure 30
View of Old Machine Shops and Lower Amoskeag Millyard, looking south.

Source: Clarke, Manchester: A Brief Record of Its Past and A Picture of Its Present, 1875.

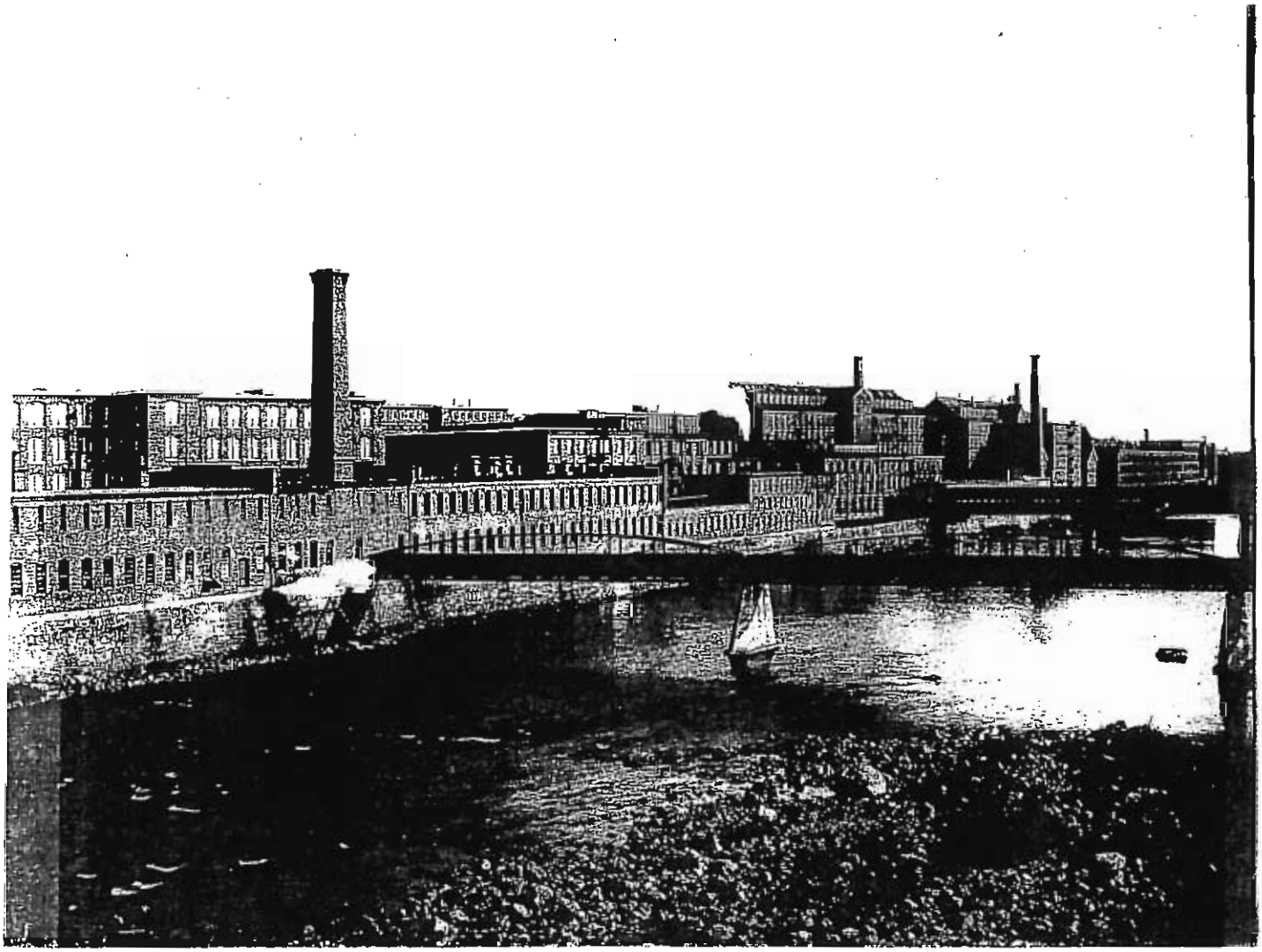
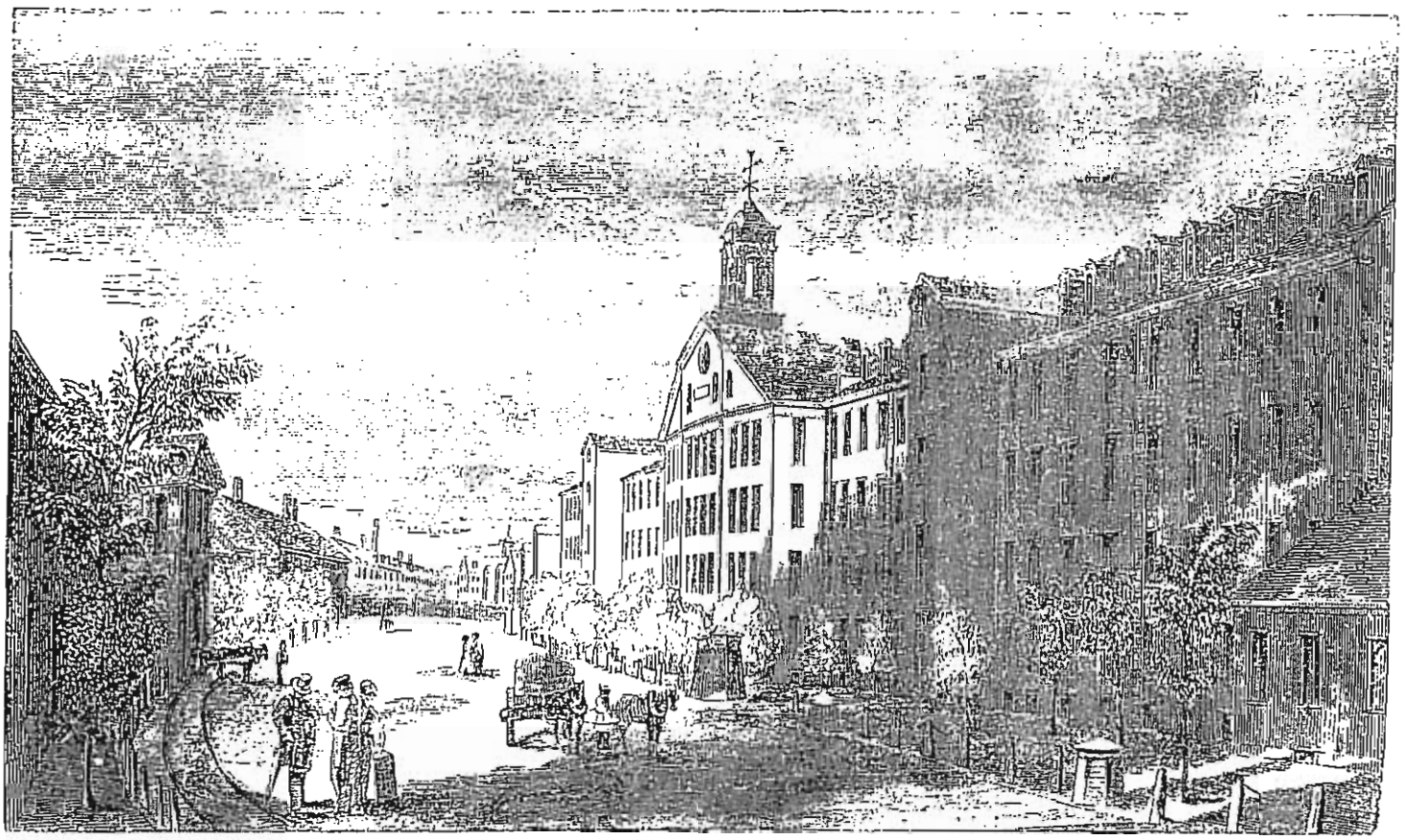


Figure 31
1886 view, looking south, of Steam Bridge over Merrimack (behind Jefferson Mill)

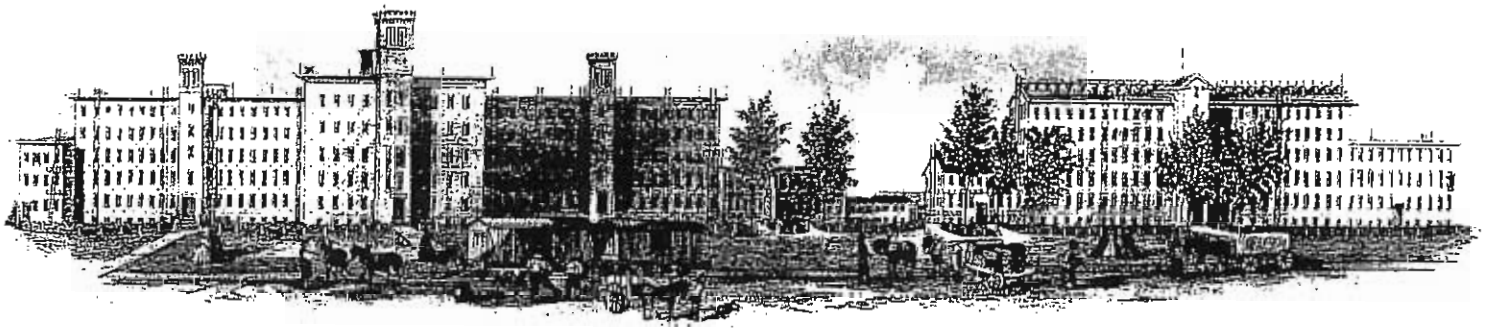
Source: Manchester Historic Association, Glass negative #1005.



STARK MILLS.

Figure 32
Stark Mills, looking south.

Source: C.E. Potter, History of Manchester, 1856, p. 566.



THE STARK MILLS, MANCHESTER, N. H.

Figure 33
c.1875 view of Stark Mills looking west.

Source: Clarke, Manchester: A Brief Record of Its Past and A Picture of Its Present, 1875, p. 288.

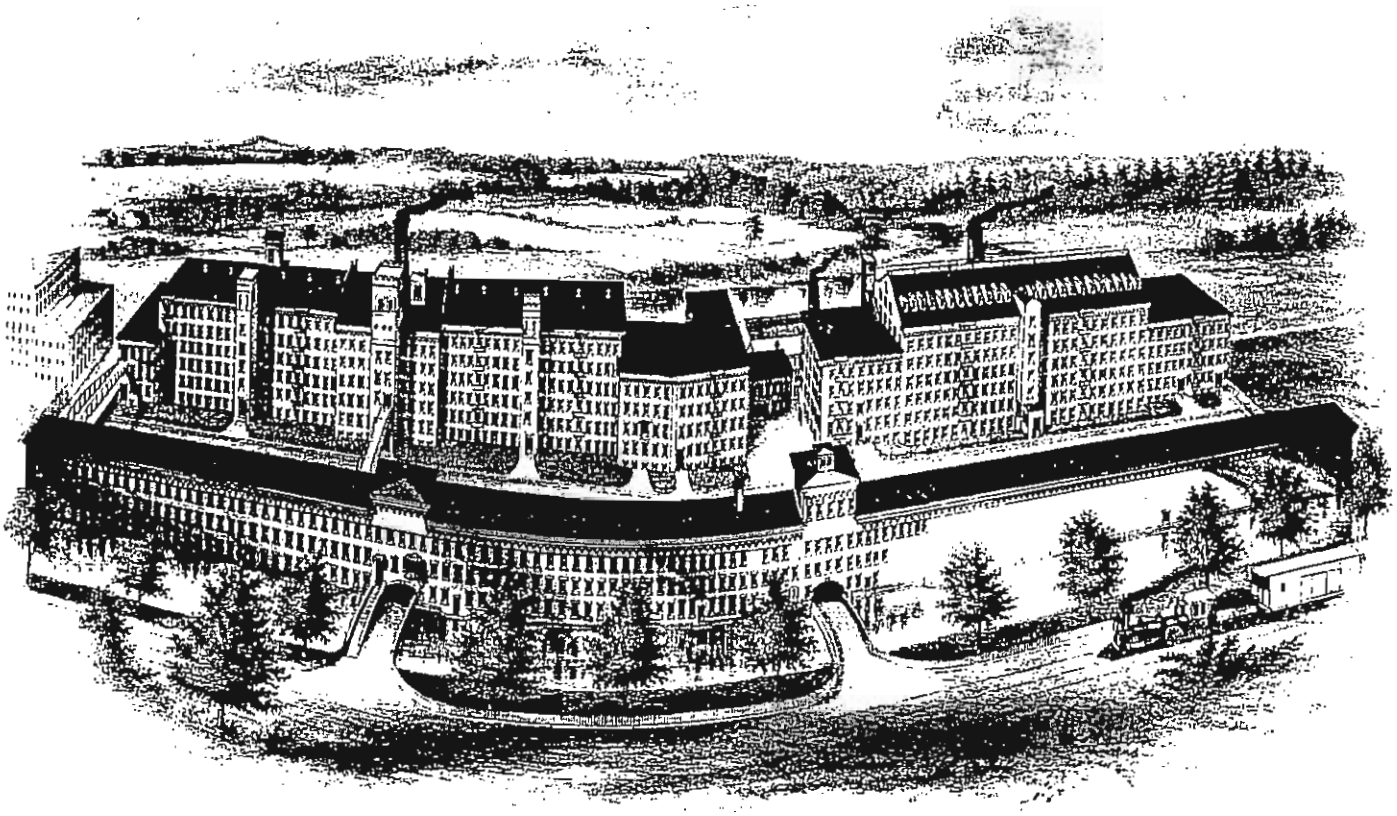
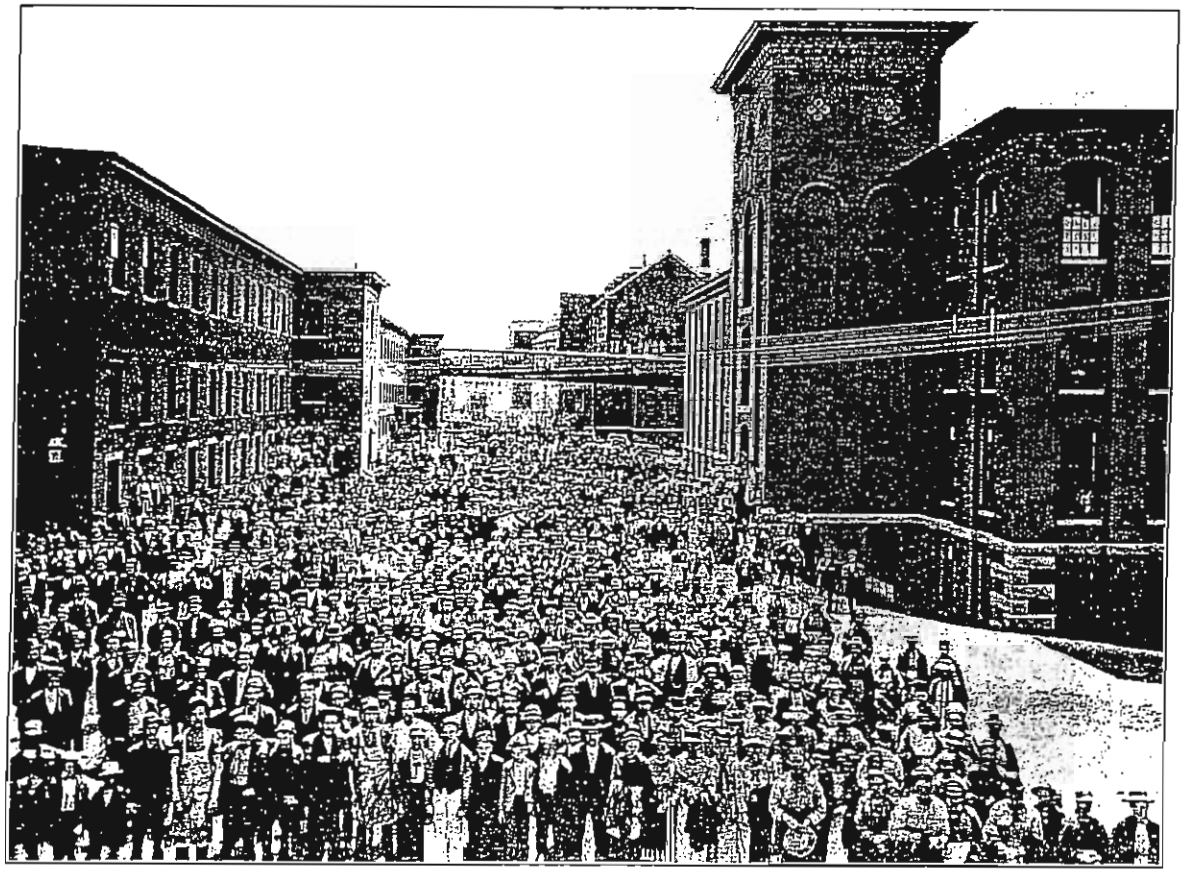


Figure 34
c. 1879 View of Stark Mills looking west.

Source: Van Slyck, Representatives of New England, Vol. II, p. 463.

Figure 35
Undated view of Stark Millyard, looking north.

Source: Manchester Historic Association.



OLD TIME MILL YARD SCENE

Figure 36
Undated view of Millyard looking north with Mill #8 at right.

Source: Browne, The Amoskeag Manufacturing Company of Manchester, New Hampshire, 1915

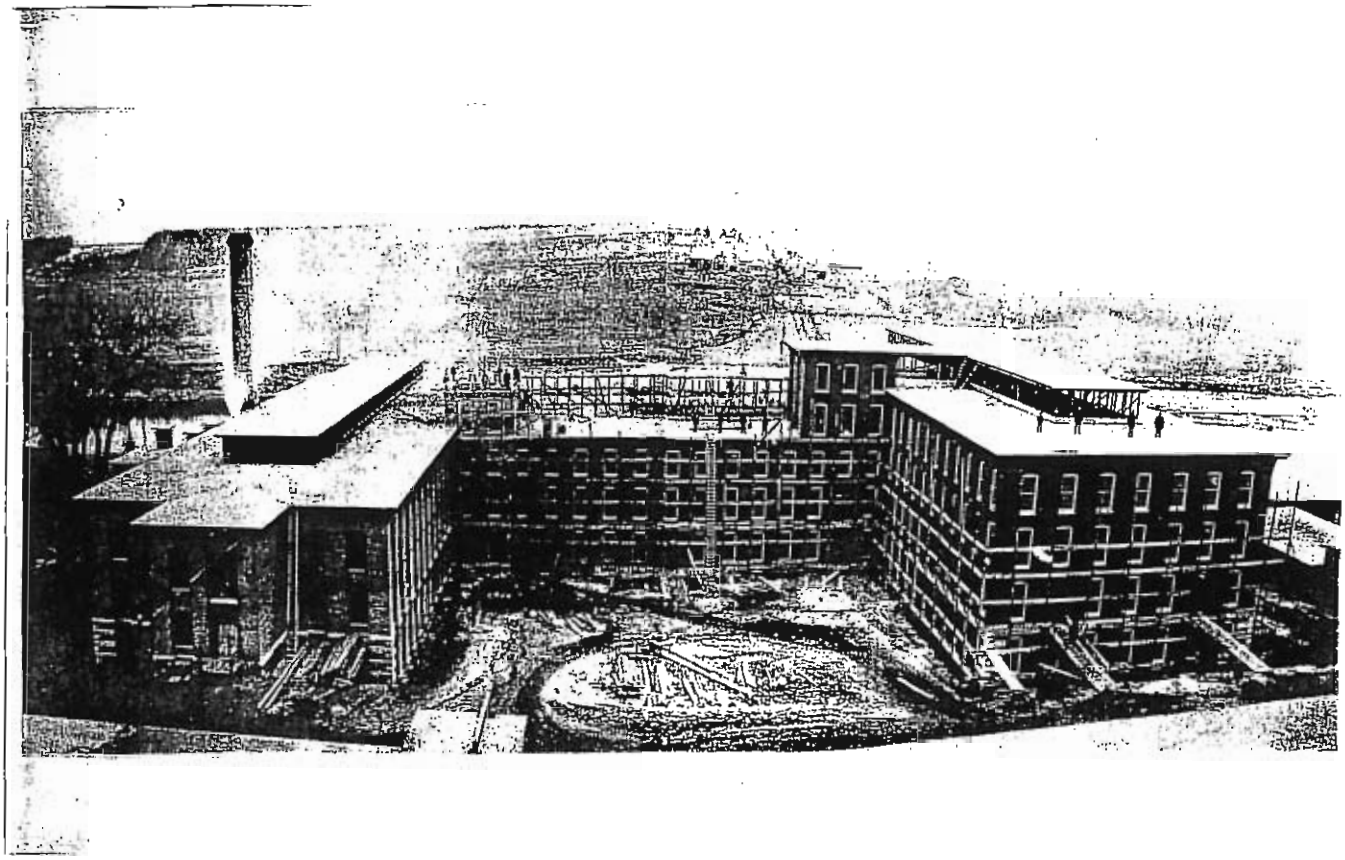


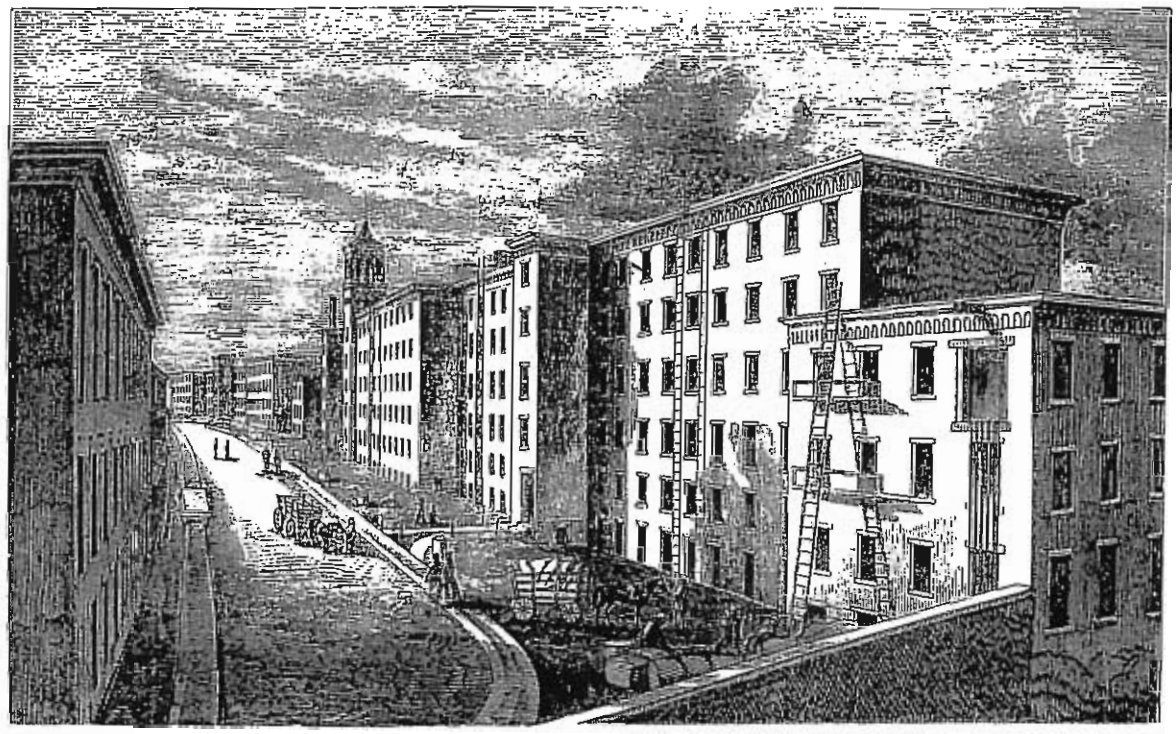
Figure 37
View of New Dye House and Mill #7 under construction, 1869.

Source: Manchester Historic Association, Glass negative #262.

AMOSKEAG NEW MILLS.

Figure 38
Amoskeag New Mills (#1, 6 & 2), looking south.

Source: Potter, History of Manchester, 1856, p. 567.



AMOSKEAG MANUFACTURING COMPANY'S MILLS. — UPPER YARD.

Figure 39
Amoskeag Mills #1,2, & 6, looking north.

Source: Clarke's Manchester Directory and Statistical Manual, 1882.

AMOSKEAG MILLS, UPPER YARD—LOOKING SOUTH.

Figure 40
Amoskeag Mills #1,2, & 6, looking north.

Source: The Mirror's Pictorial Manchester, 1896.

Figure 41
Amoskeag Mills #1, 2, & 6 with #3 visible in distance, at center.

Source: Manchester Historic Association.

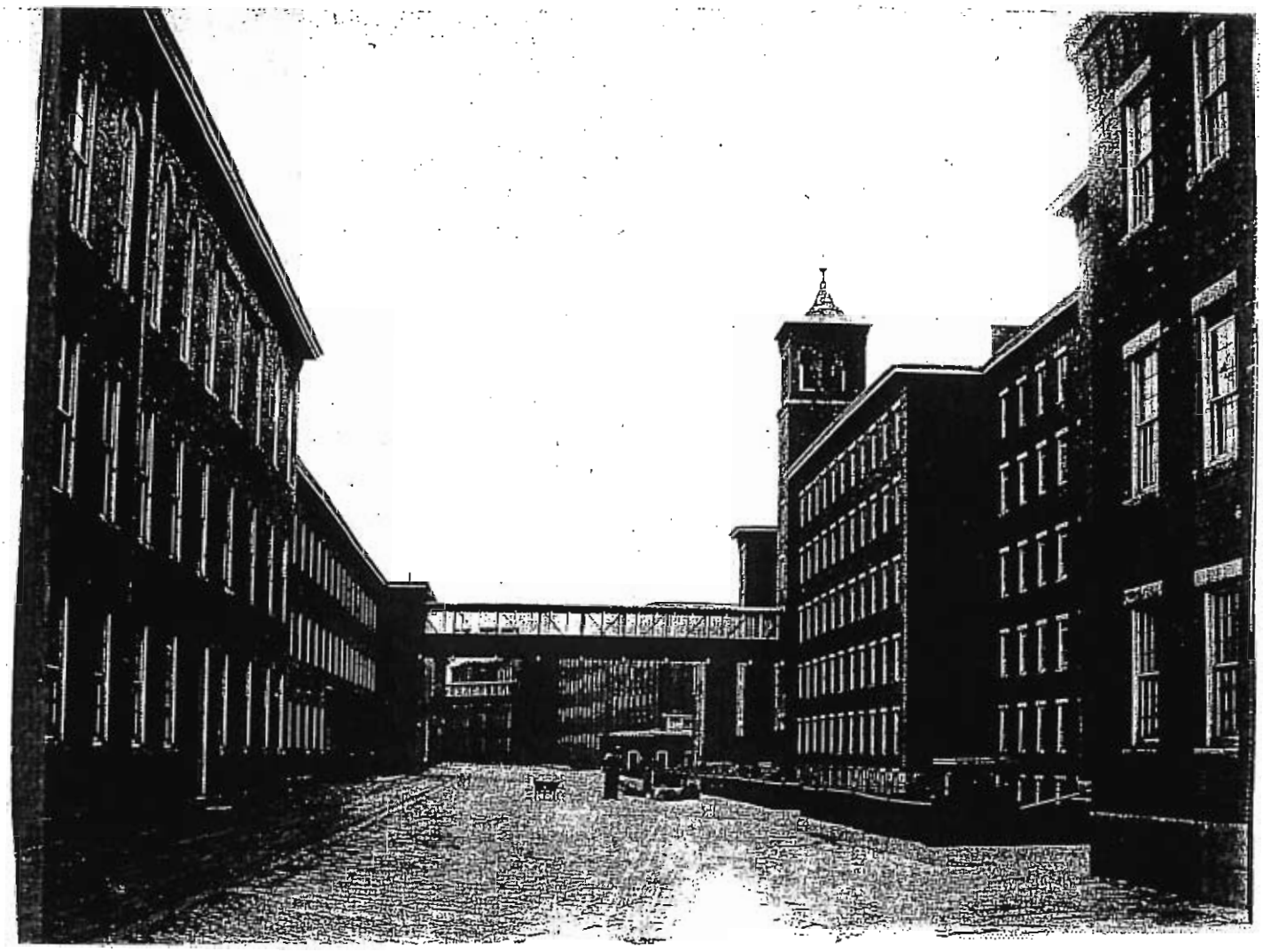


Figure 42
Amoskeag Mills #1,2, & 6 with counting room at left.

Source: Manchester Historic Association, Glass negative.

Figure 43
1968 view looking north with Mill No. 3 at left and Upper Canal Building at right.

Source: Langenbach, "An Epic in Urban Design", 1968.

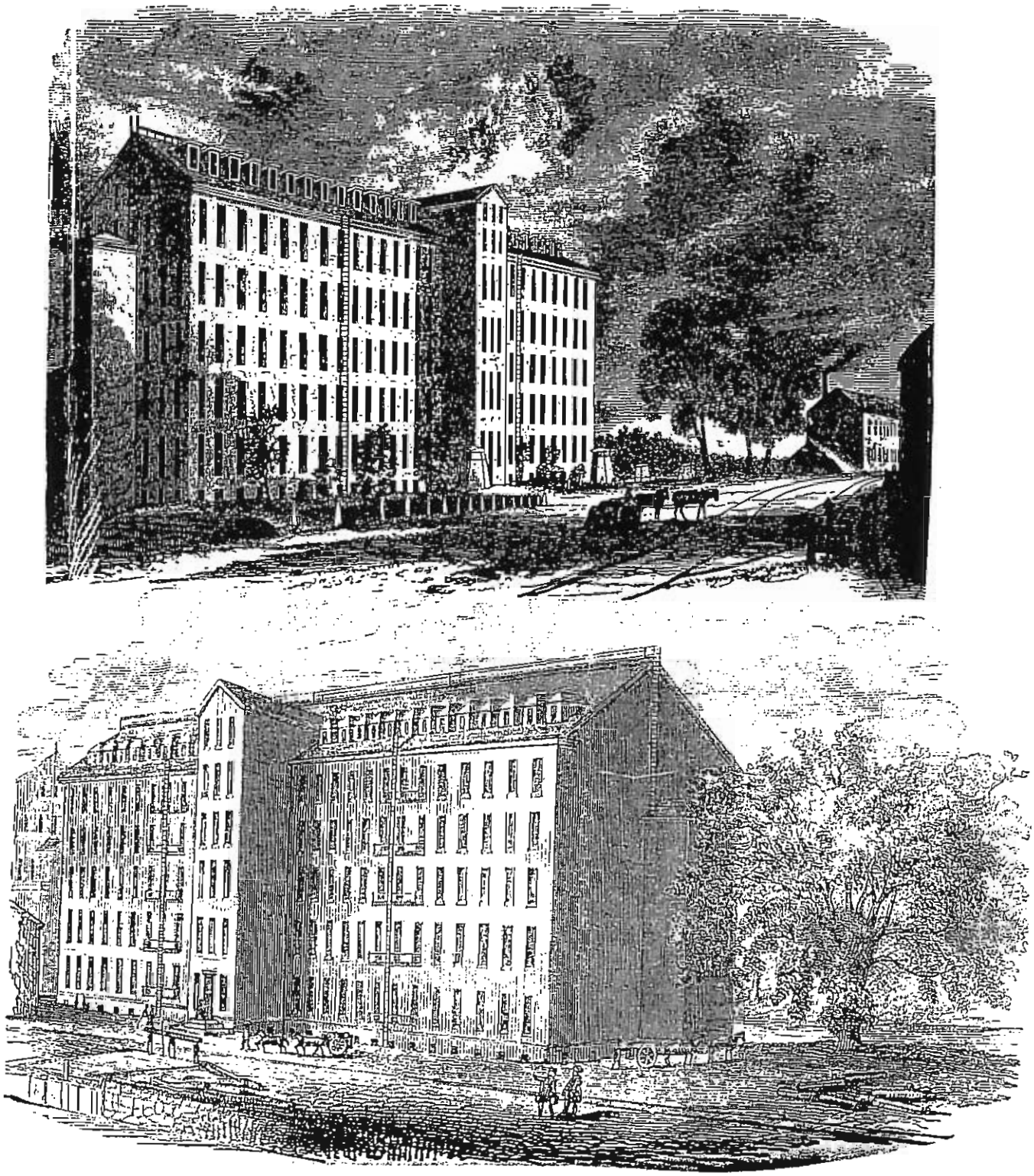


Figure 44
Top: Old Amoskeag Mill No. 4; Bottom: Old Amoskeag Mill No. 5
(Replaced by new structure in 1899).

Source: Manchester Yesterday and Today, 1946; Potter, The History of Manchester, 1853.

AMOSKEAG MILLS, LOWER YARD—LOOKING SOUTH.

Figure 45
Amoskeag Millyard looking south with Mills 4 & 5 at right.

Source: The Mirror's Pictorial Manchester, 1896, p. 20.

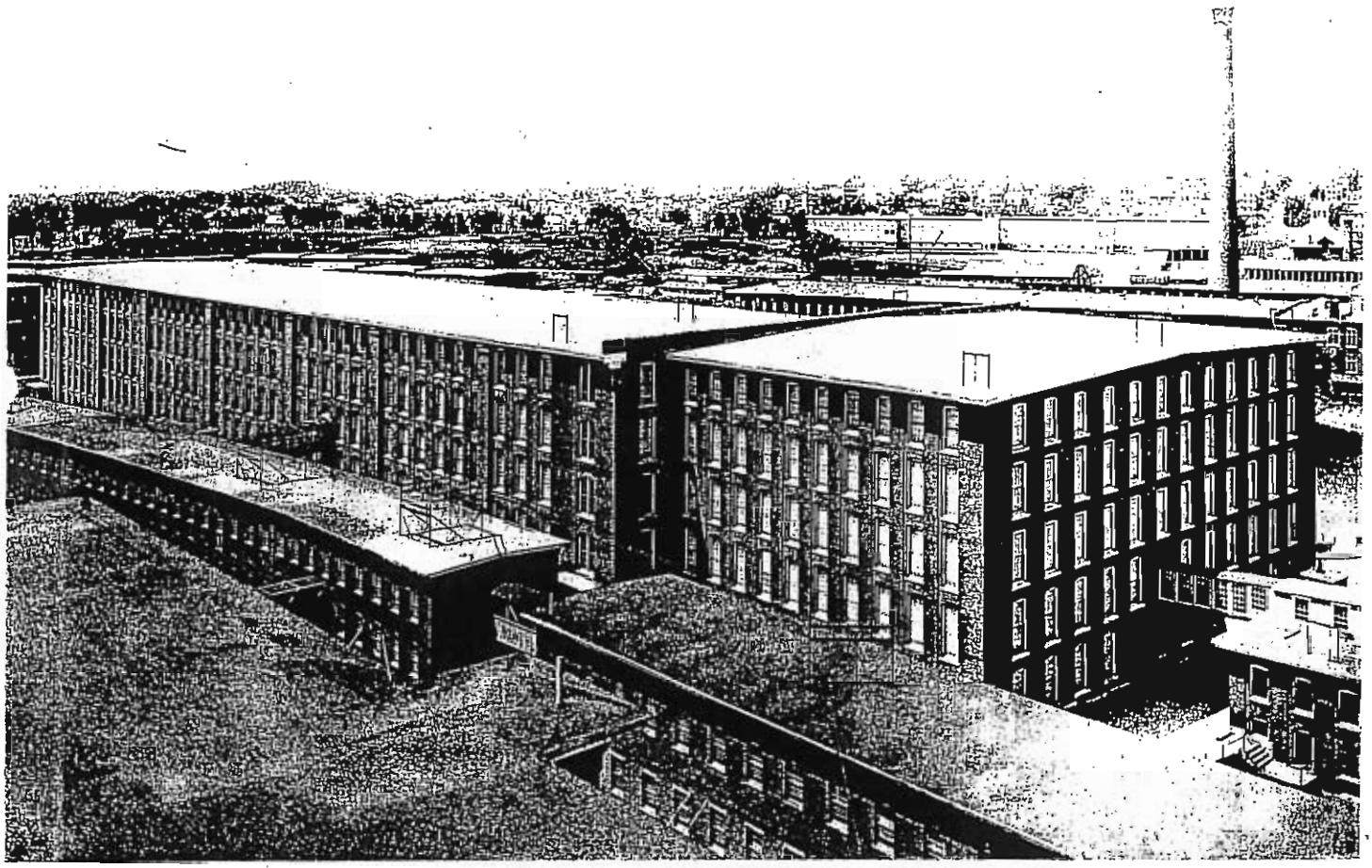


Figure 46
1899 view of New Amoskeag Mill No. 5, looking SW

Source: Manchester Historic Association, Glass negative #172

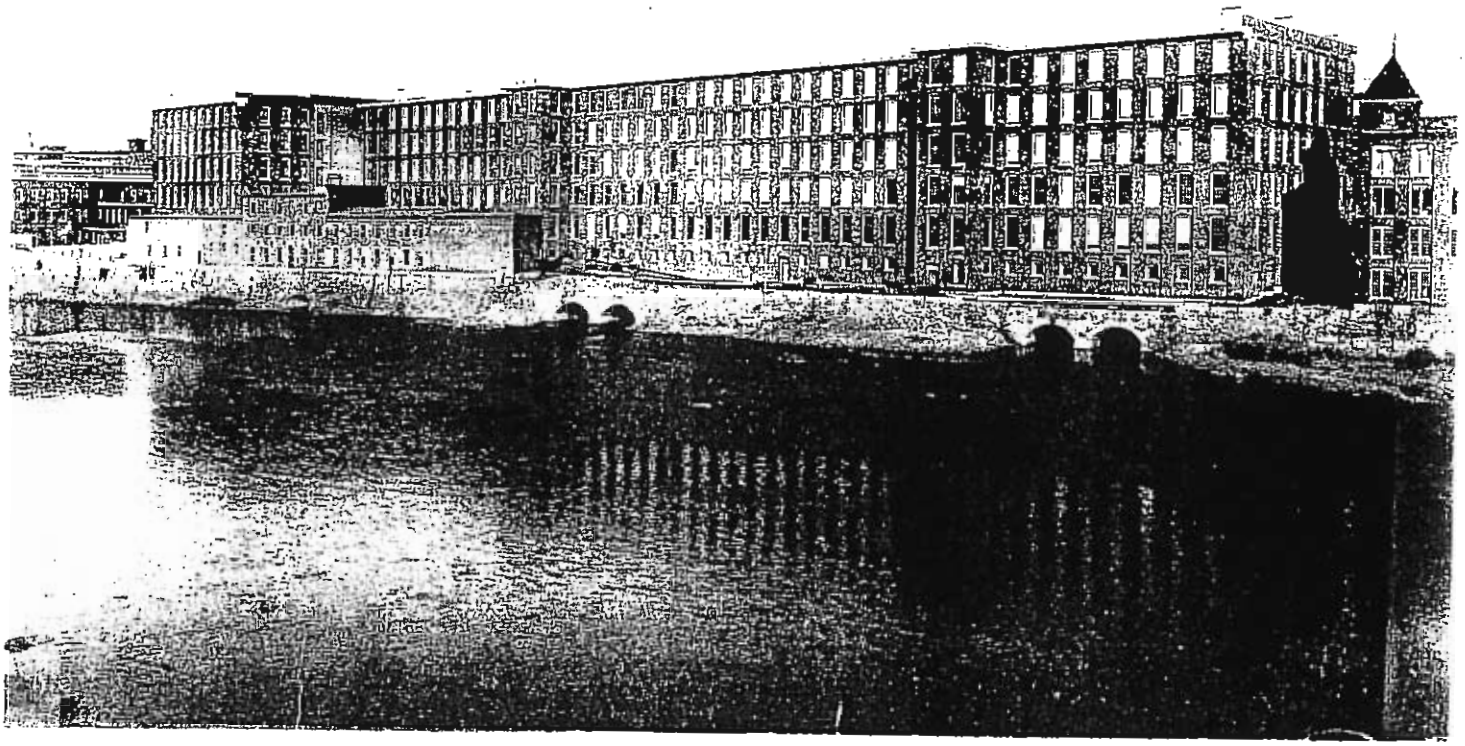


Figure 47
1899 view of New Amoskeag Mill No. 5, looking east from west side of river with south end of Mill No. 3 visible at right.

Source: Manchester Historic Association, Glass negative #418

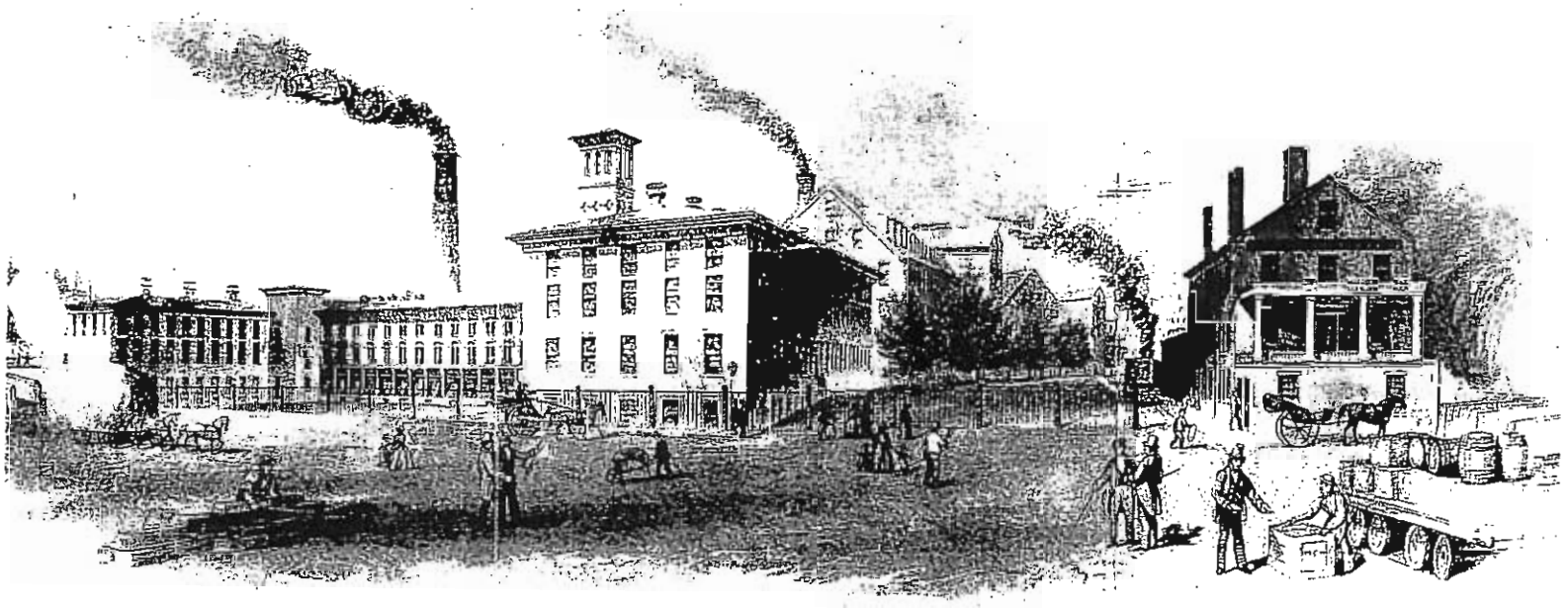


Figure 48
c.1856 view of Manchester Print Works, looking north from Granite Street.

Source: Potter, History of Manchester, 1856, p. 573.

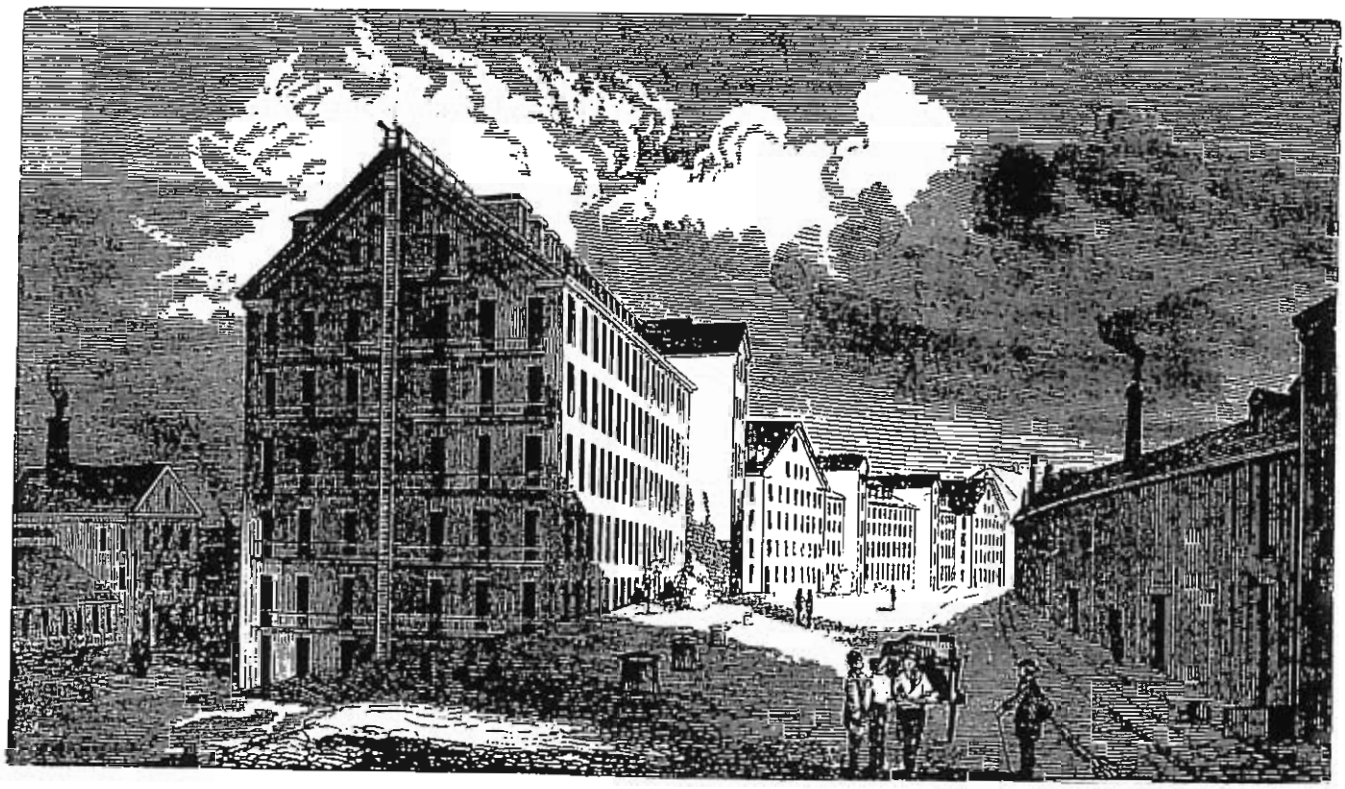


Figure 49
c.1856 view of Manchester Print Works, looking north from Granite Street with Mill #2 at left and Mill #1 beyond.

Source: Manchester Yesterday and Today, 1946, p. 183.

Figure 50
Looking north from near Granite Street with Manchester Mill #9 (white building) at left and Manchester Mills #2 adjacent (prior to removal of gable roof and new tower about 1878).

Source: Manchester Historic Association.

Figure 51
Looking north from near Granite Street with Manchester Mill #9 (white building) at left and Manchester Mills #2 adjacent (after removal of gable roof and new tower c. 1878).

Source: Manchester Historic Association.

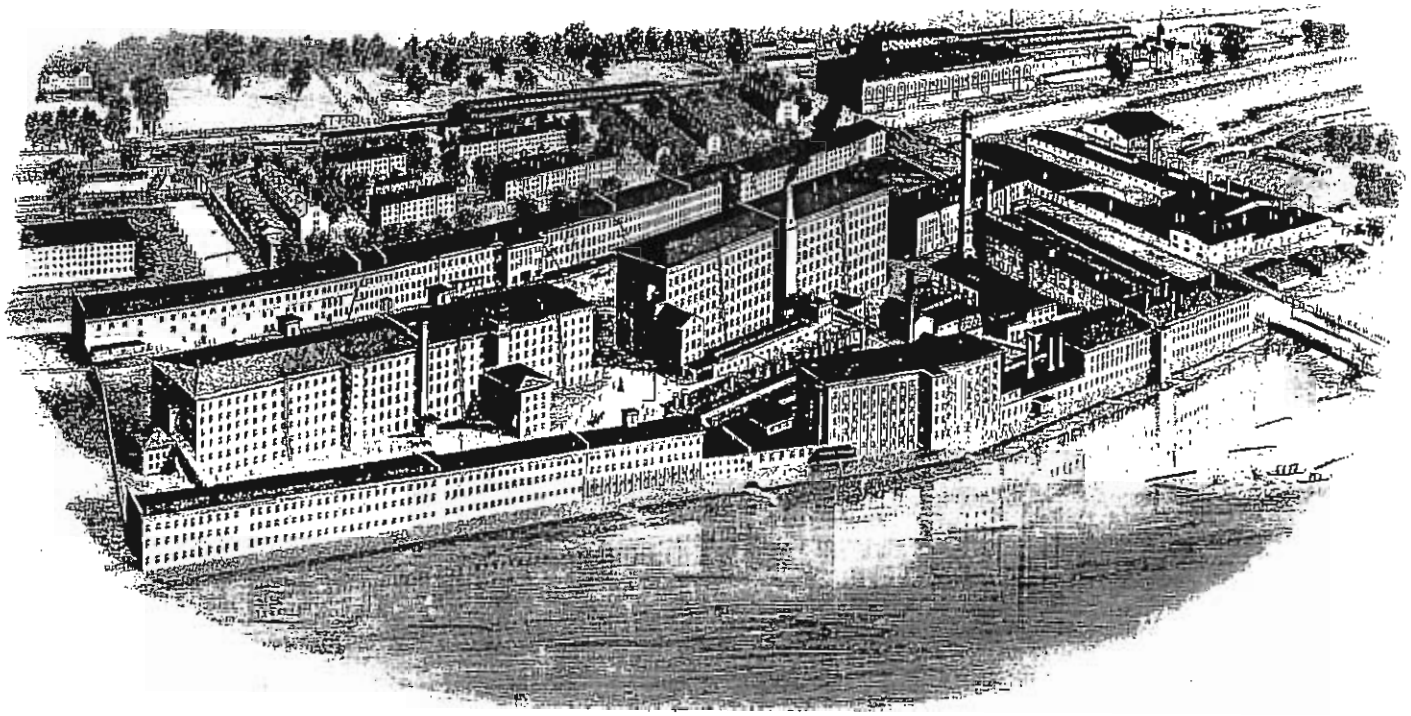
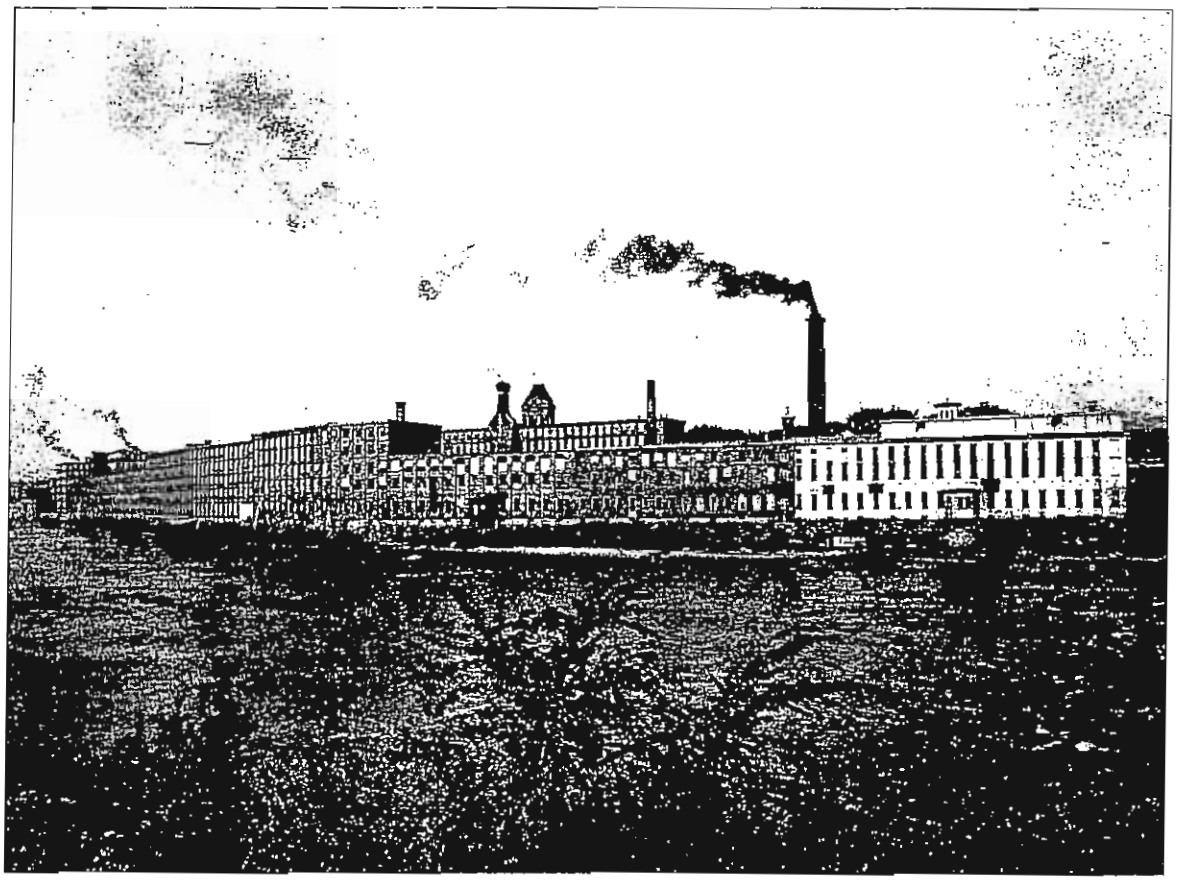


Figure 52
c.1877 view of Manchester Mills, looking east.

Source: Van Slyck, Representatives of New England, 1879, vol. 2, p. 338.



MANCHESTER MILLS CORPORATION.

Figure 53
View of Manchester Mills from west side of river.

Source: The Mirror's Pictorial Manchester, 1896.

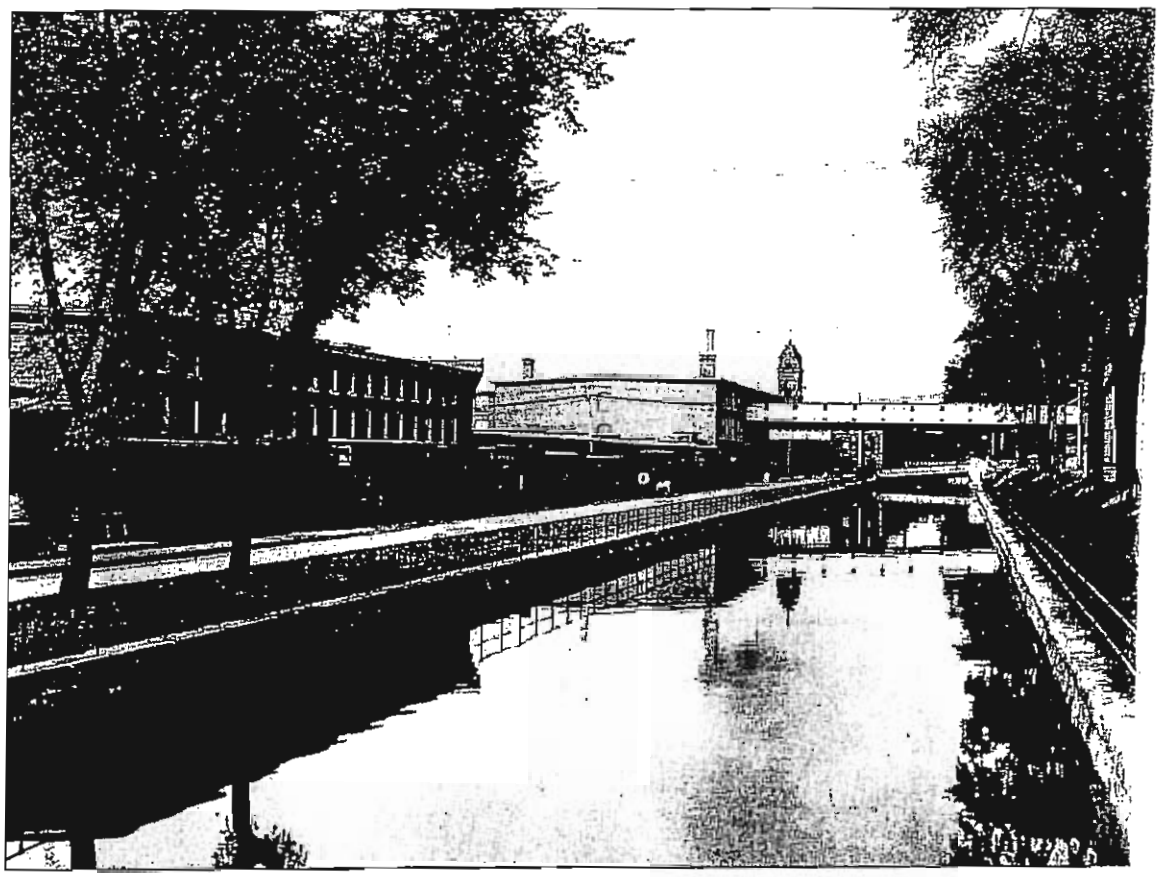
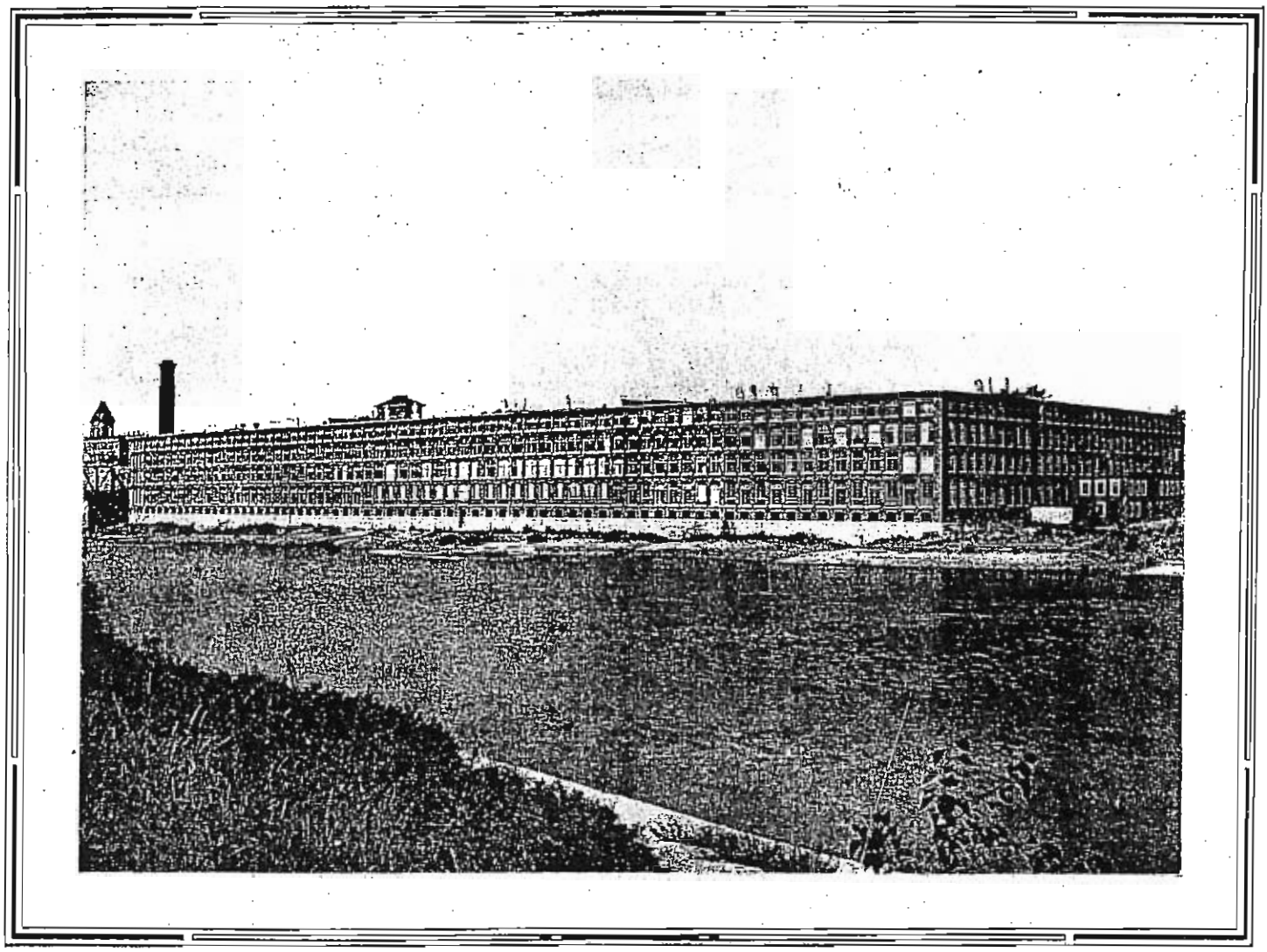


Figure 54
1908 view looking north towards Granite Street, along lower canal, with part of Mill #10 South complex visible at left

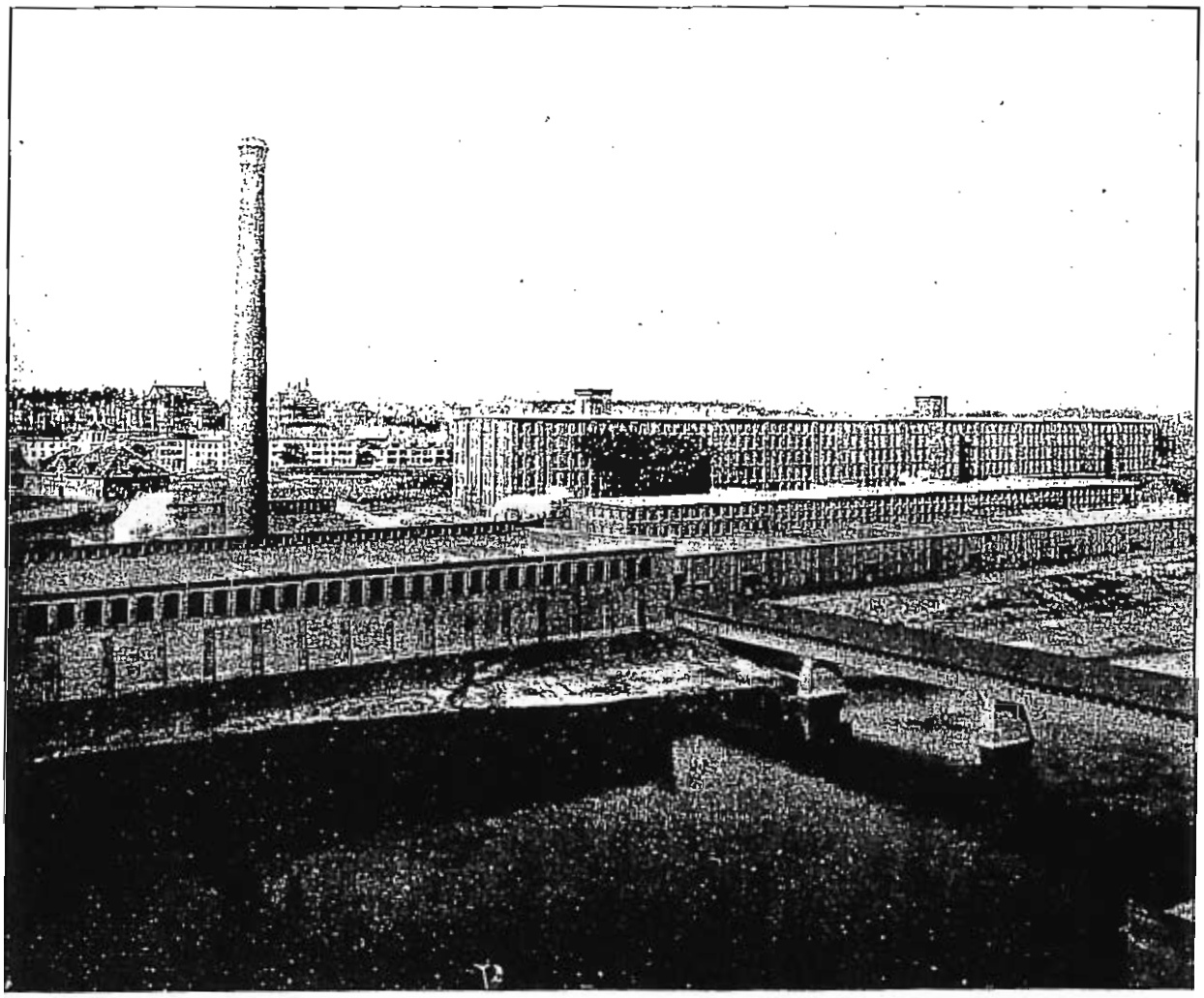
Source: Samson, A World Within a World, p. 69.



NO. 10 MILL, SOUTHERN DIVISION

Figure 55
No. 10 Mill, Southern Division.

Source: Views and Statistics of the Amoskeag Manufacturing Co., Manchester, N.H., c.1911.



AMOSKEAG CORPORATION.

BOILER HOUSE, CHIMNEY, AND COAL SHED. WEST-SIDE MILL AND STOREHOUSES.

Figure 56
West side of millyard from east side showing boiler house, chimney, coal shed and Mill No. 11.

Source: The Mirror's Pictorial Manchester, 1896.

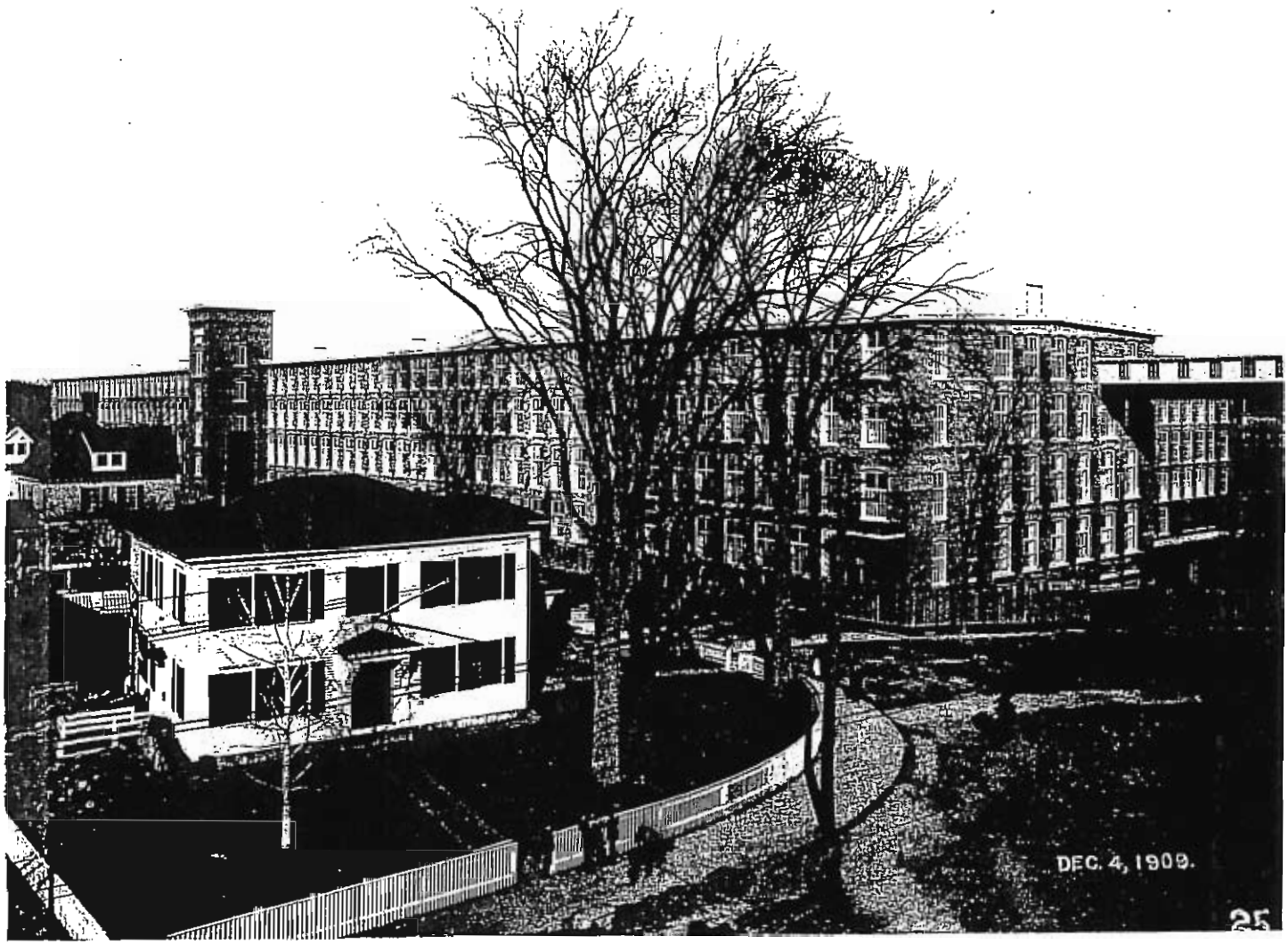
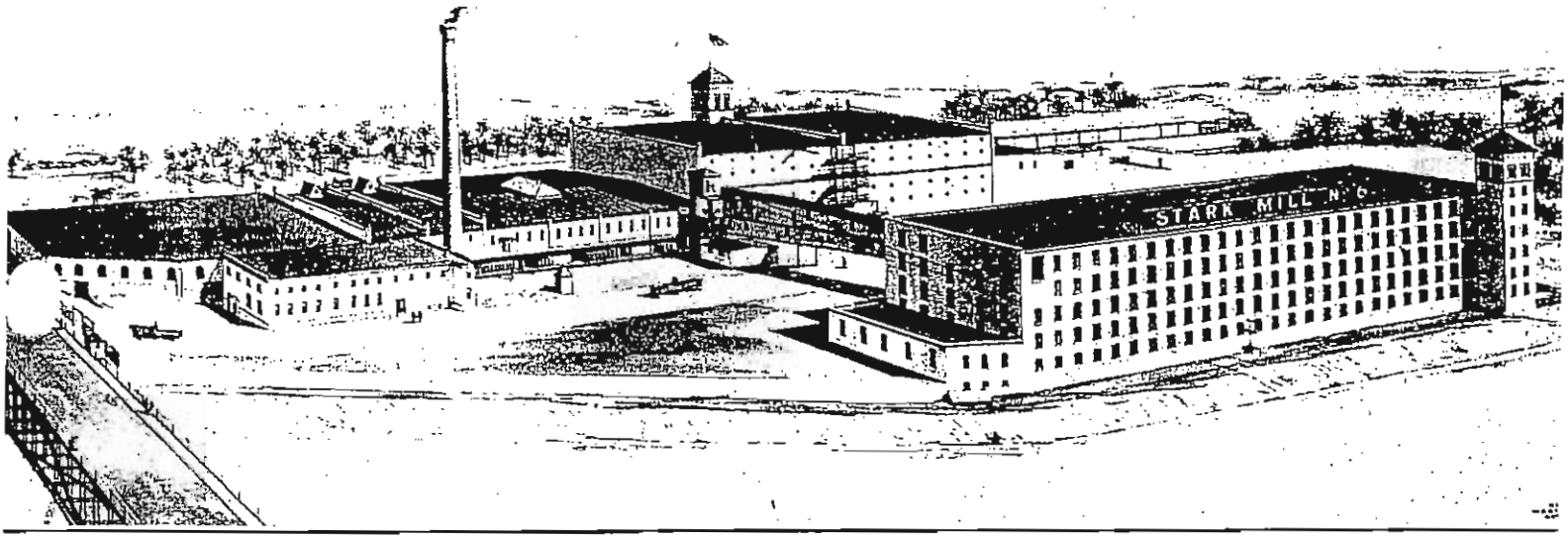


Figure 57
1909 view of Coolidge Mill shortly after construction.

Source: Manchester Historic Association, Glass negative #25



THE STARK MILLS, WEST SIDE, 1913

Figure 58
View of Stark West Side Yard, 1913 looking from east side of river.

Source: Lewis Dexter, History of the Stark Divison of the International Cotton Mills, 1921.

Figure 59
Amoskeag workers leaving factories c.1910. View down Foundry Street, looking east, toward bridge to east side with Mill No. 11 Extension visible at left.

Source: Manchester Historic Association (81.515.P2).

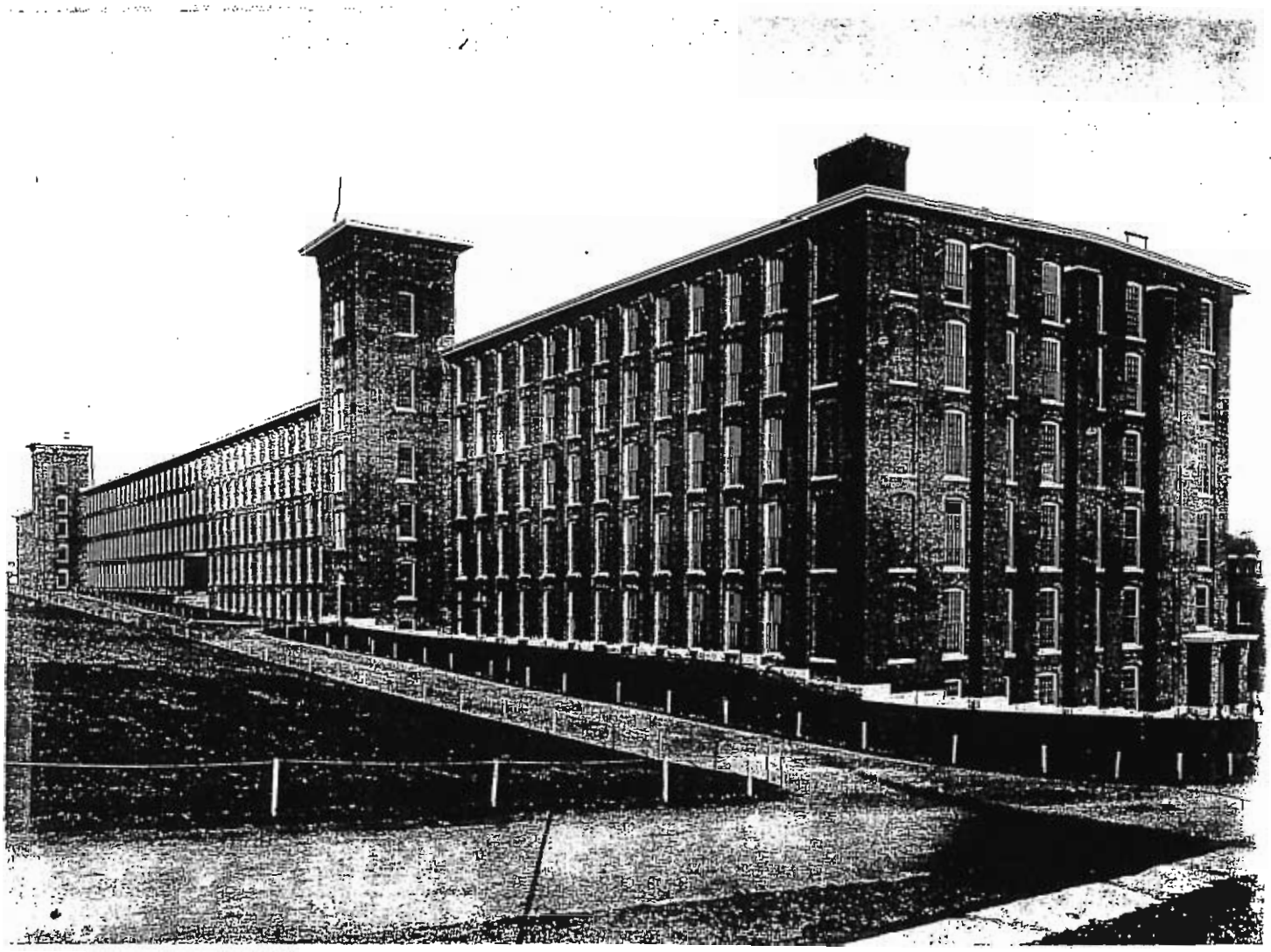


Figure 60
Mill No. 11 showing extension under construction.

Source: Manchester Historic Association, Glass negative #609.

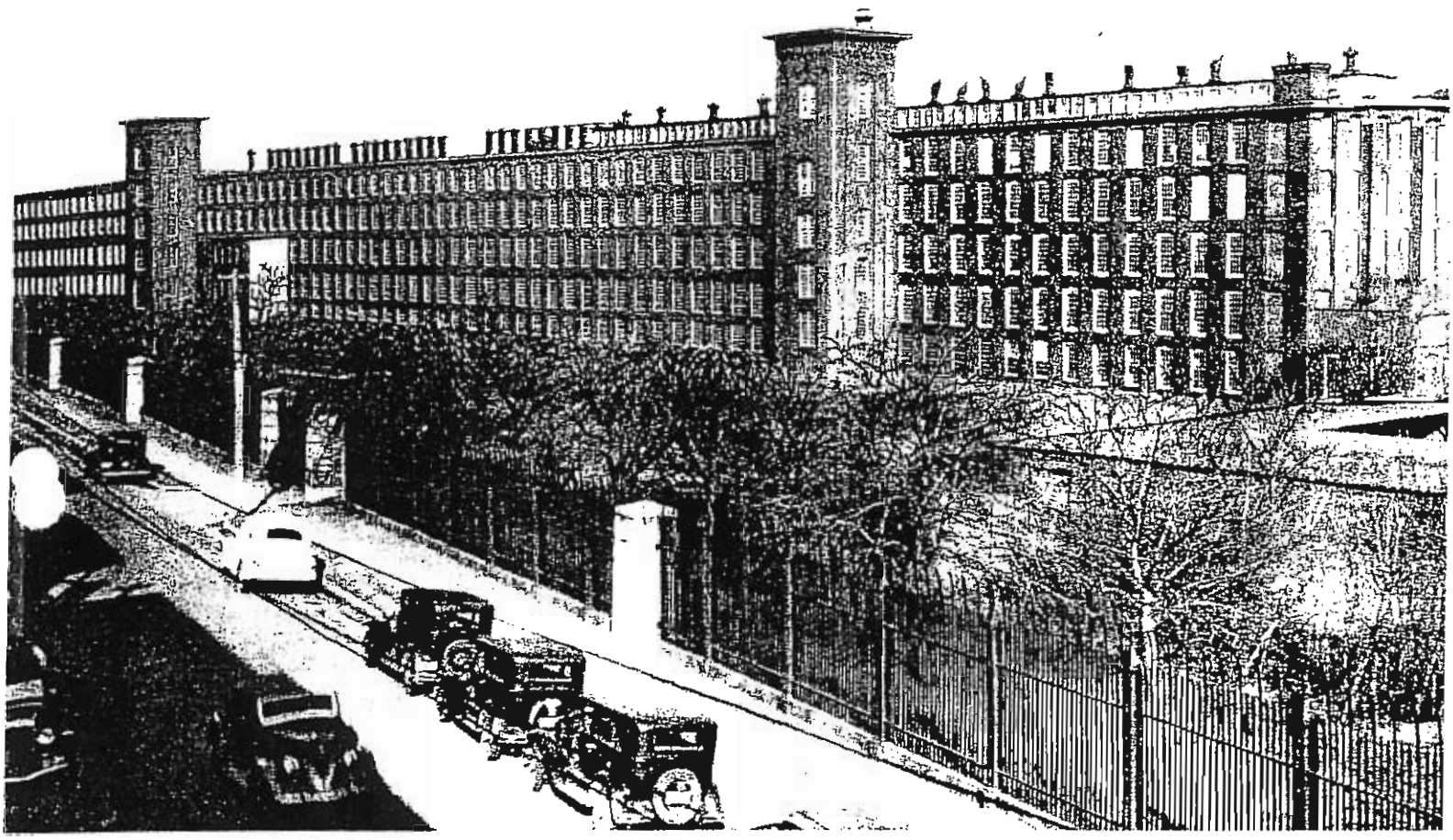


Figure 61
Undated view of Mill No. 11 with trees and fence along street.

Source: Manchester Yesterday and Today, 1946.

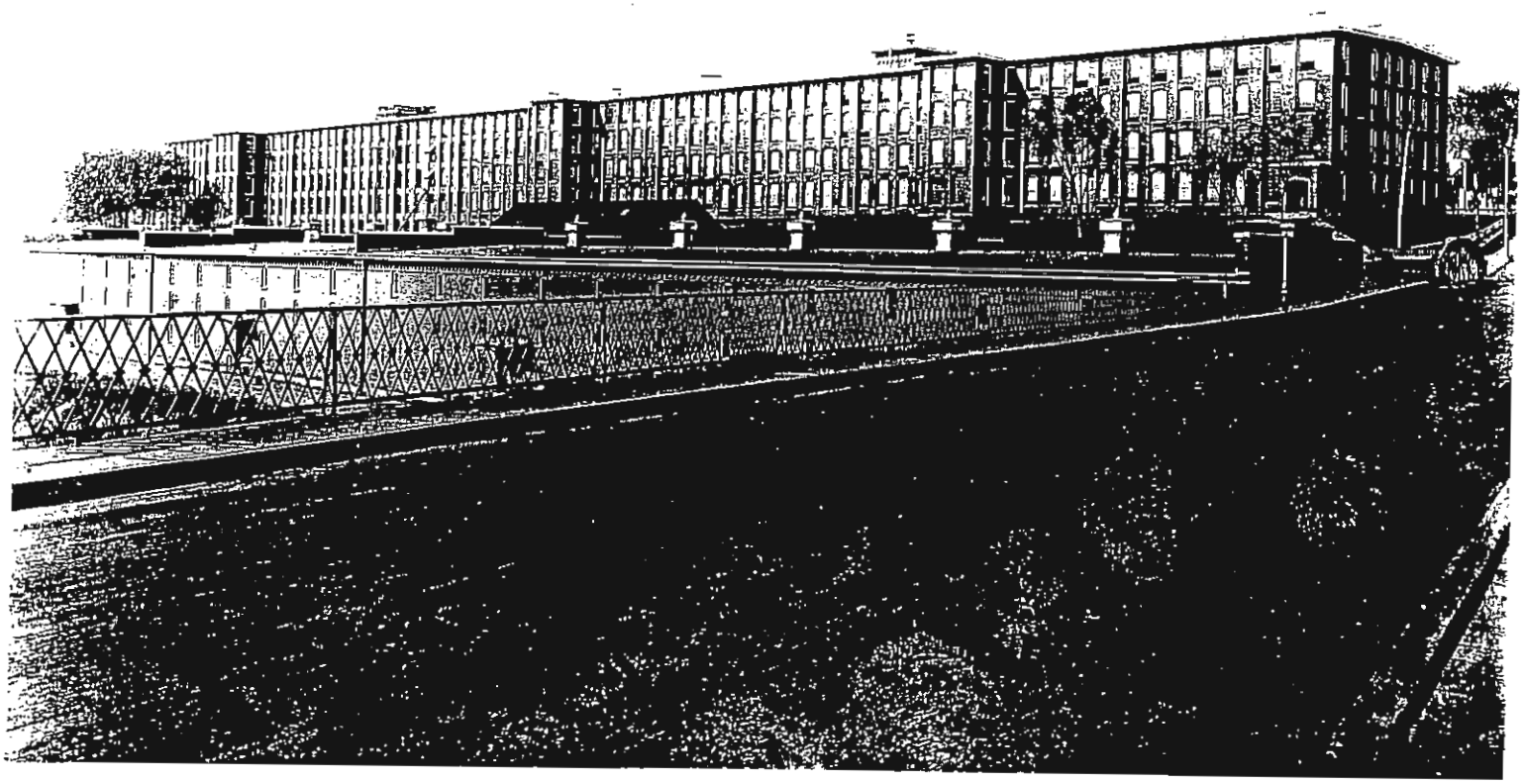


Figure 62
Mill No. 11, looking west from bridge.

Source: Manchester Historic Association, Glass negative.

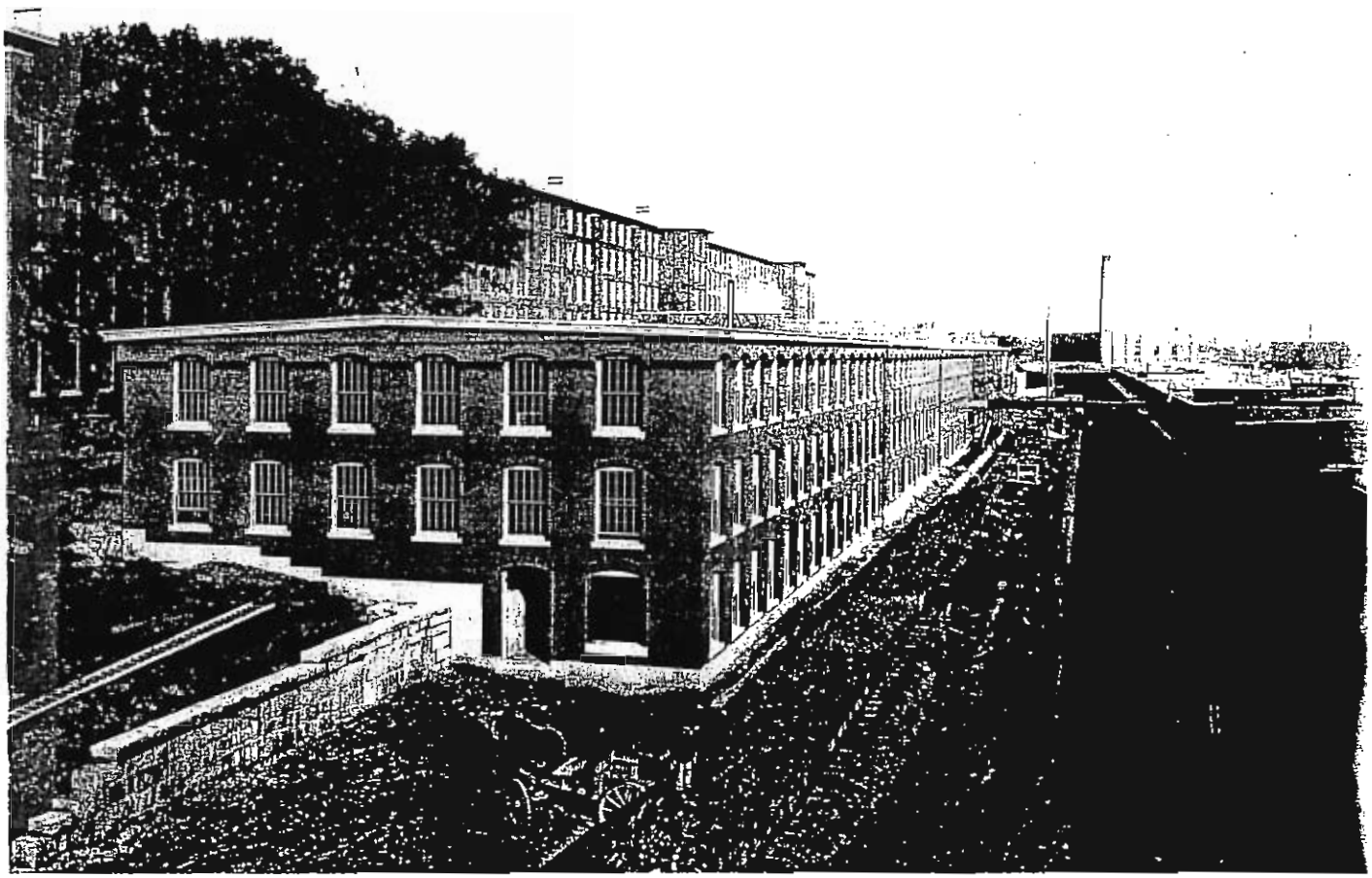


Figure 63
View of Cloth Room and Store House looking north, shortly after completion of building, early 1892.

Source: Manchester Historic Association, Glass negative #668.

Figure 64
Undated view of Pattern House with Boiler House visible at left.

Source: Manchester Historic Association, Glass negative #544.

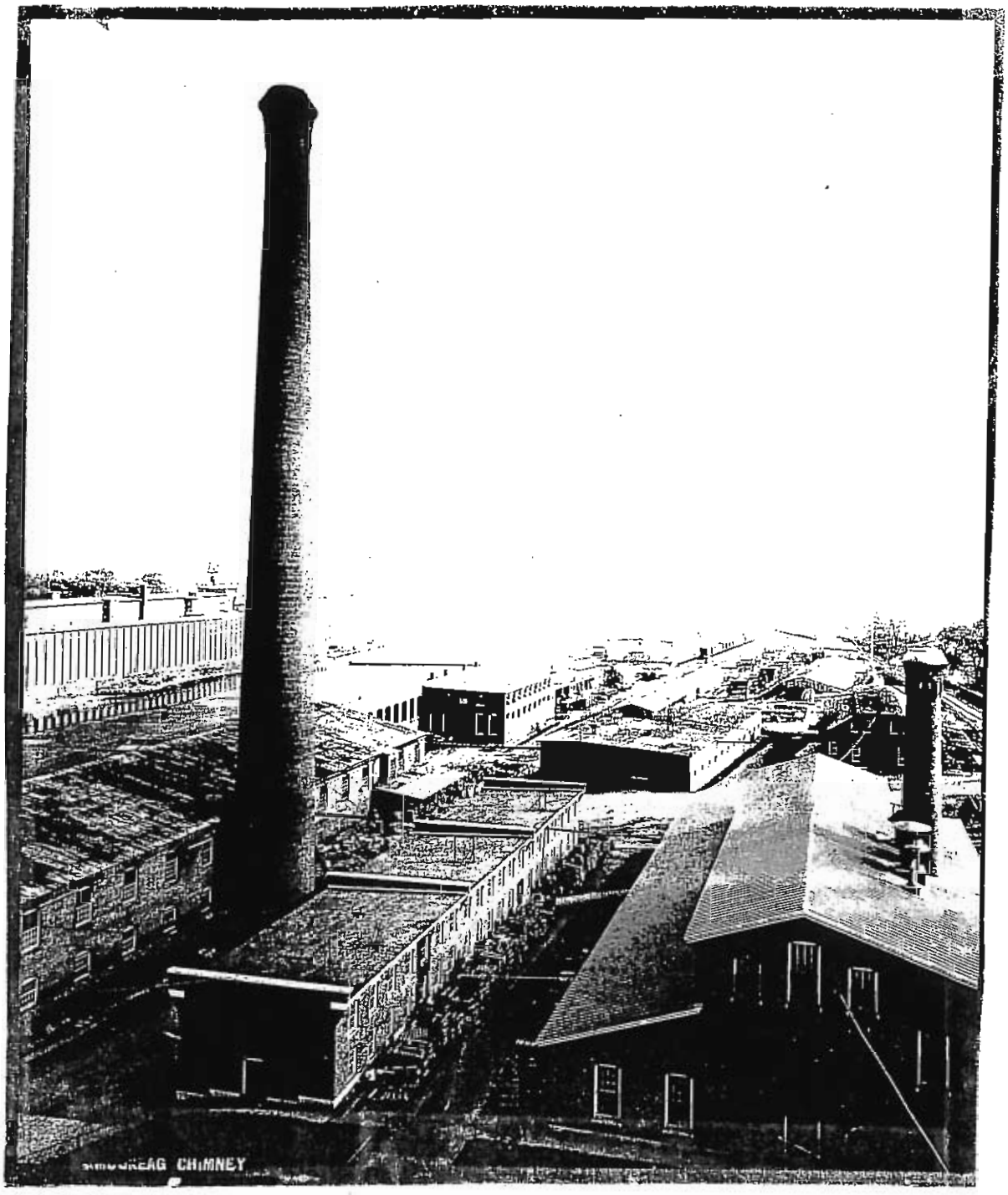
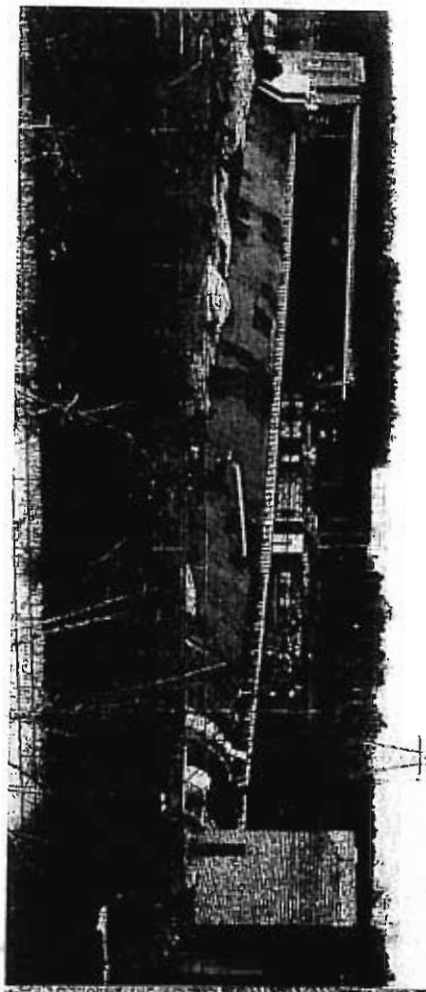


Figure 65
Undated view of west side yard looking south from Mill No. 11. Foundry is at bottom. Pattern house to right of chimney.

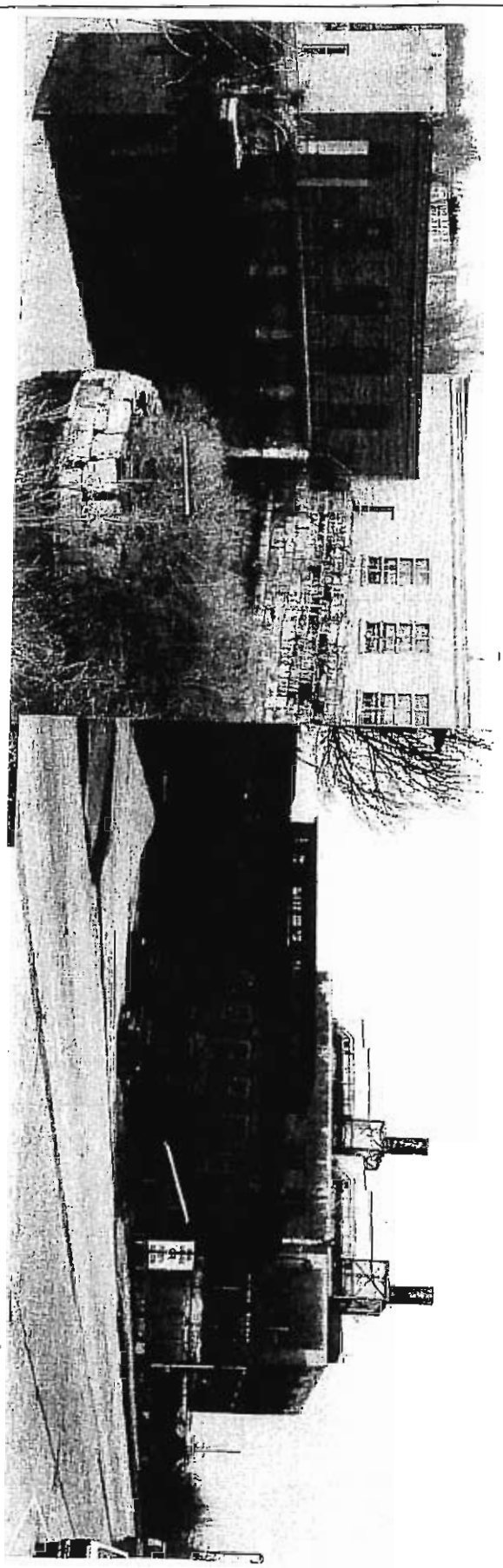
Source: Manchester Historic Association (79.P101.5)

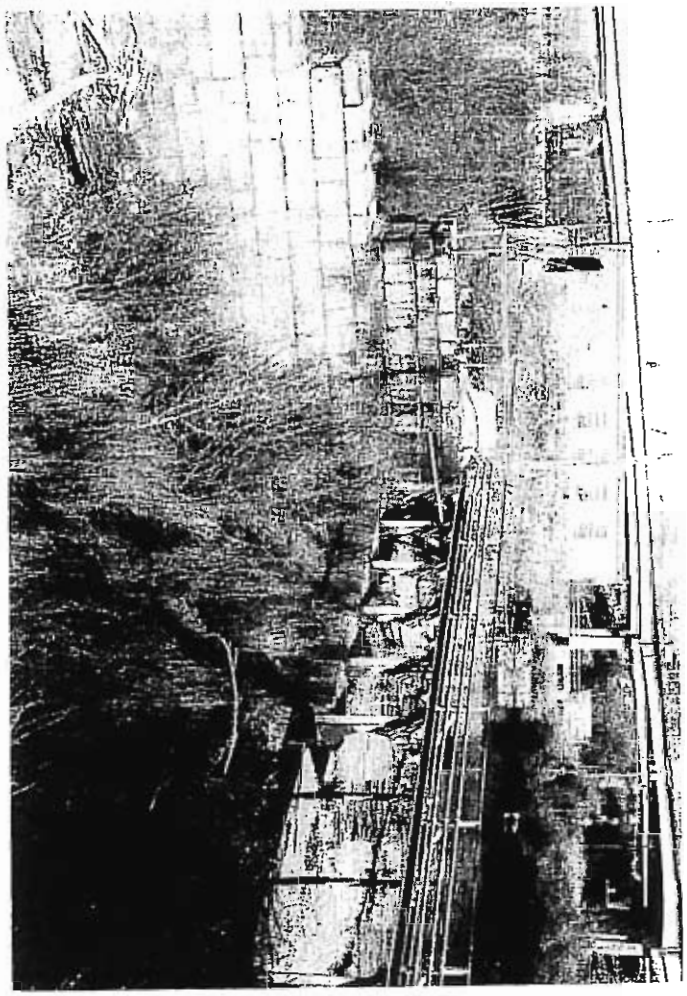


Description of photographs:
Photo #2 (Hydro Station & Dam)
Photographer facing: NW
Photograph date: Dec. 1999
Roll/frame #: 5/6
Negative stored at: L. Mausolf

Photo #3 (Blodget Canal Lock Remains)
Photographer facing: south
Photogr aph date: Dec. 1999
Roll/frame #: 5/10
Negative stored at: L.Mausolf

Photo #4 (Blodget Canal Lock Remains)
Photographer facing: east
Photograph date: Dec. 1999
Roll/frame #: 5/11
Negative stored at: L.Mausolf

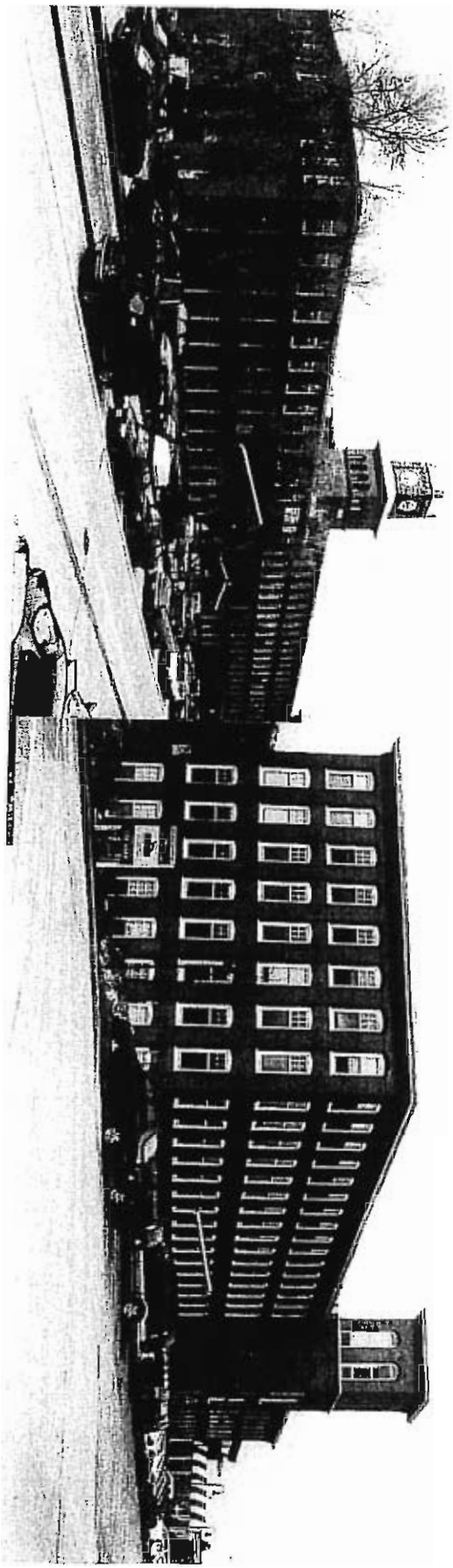


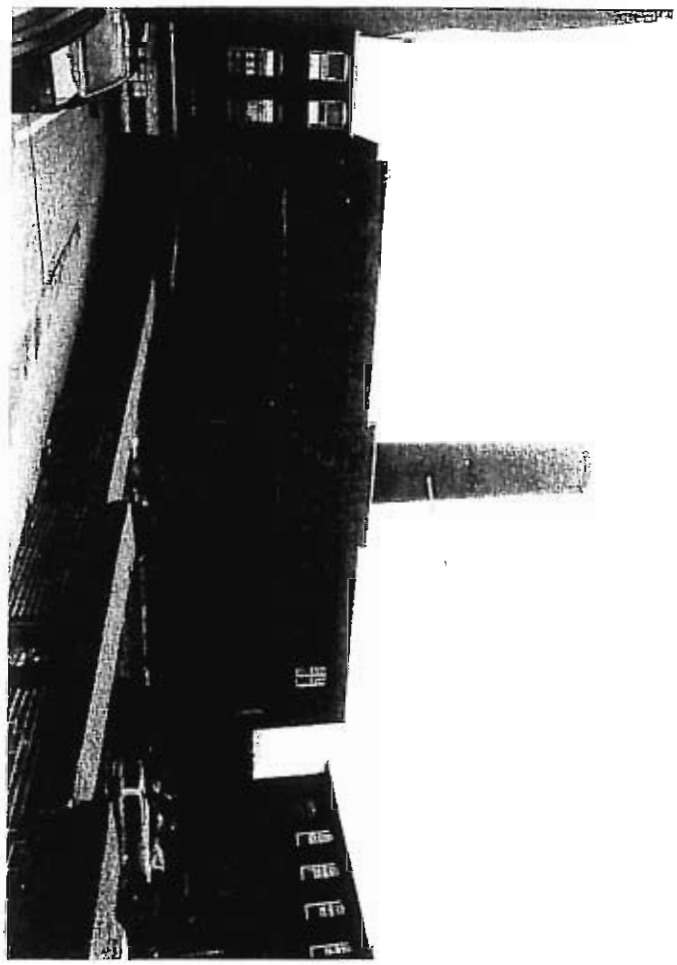


Description of photographs:
Photo #5 (Head & Flood Gatehouse)
Photographer facing: NW
Photograph date: Dec. 1999
Roll/frame #: 5/5
Negative stored at: L. Mausolf

Photo #6 (Ice Weir)
Photographer facing: north
Photogr aph date: Dec. 1999
Roll/frame #: 5/3
Negative stored at: L.Mausolf

Photo #7 (Northern Div. Powerhouse)
Photographer facing: north
Photograph date: March 2000
Roll/frame #: 6/3
Negative stored at: L.Mausolf

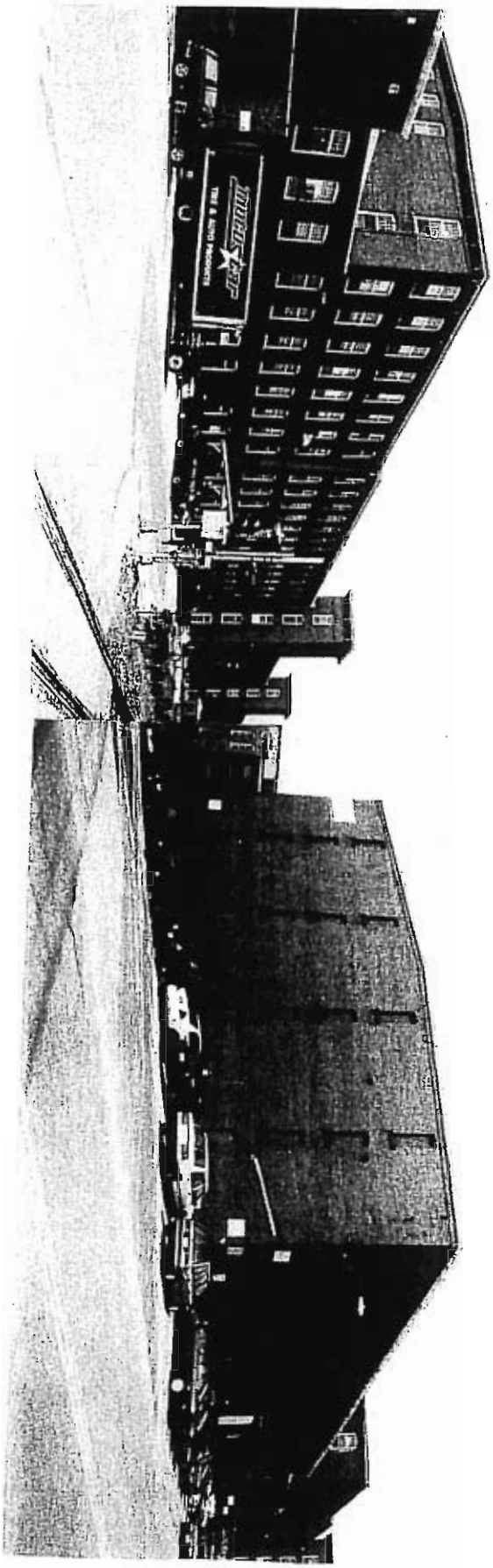




Description of photographs:
Photo #8 (Jefferson Mill)
Photographer facing: NW
Photograph date: March 2000
Roll/frame #: 6/4
Negative stored at: L. Mausolf

Photo #9 (Jefferson Mill Boiler House)
Photographer facing: west
Photograph date: March 2000
Roll/frame #: 9/9A
Negative stored at: L.Mausolf

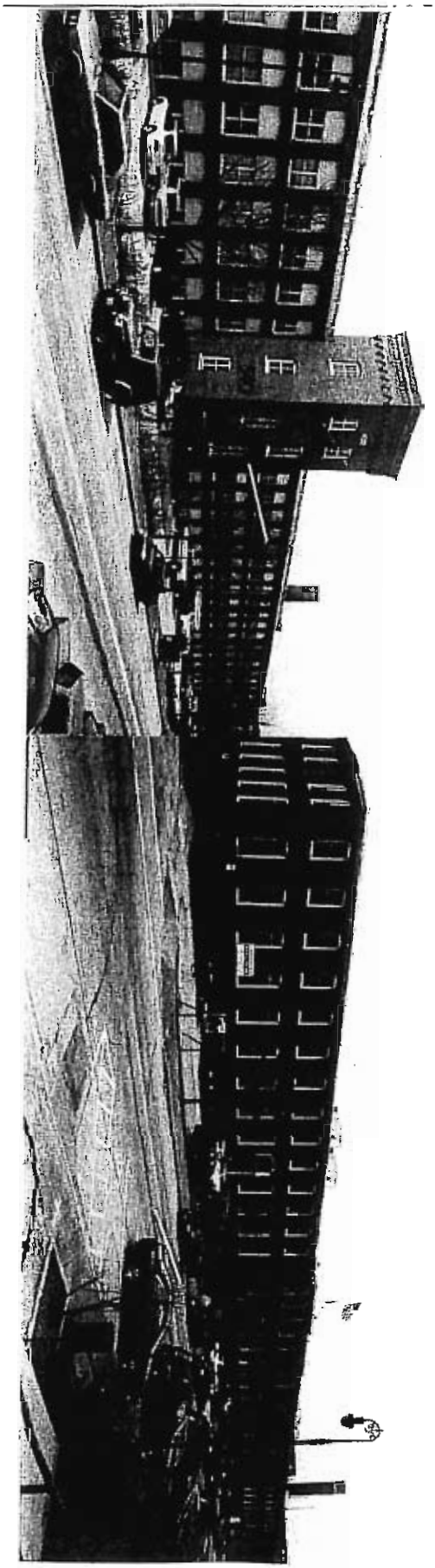
Photo #10 (Langdon Mill No. 2)
Photographer facing: N-NW
Photograph date: March 2000
Roll/frame #: 6/2
Negative stored at: L.Mausolf

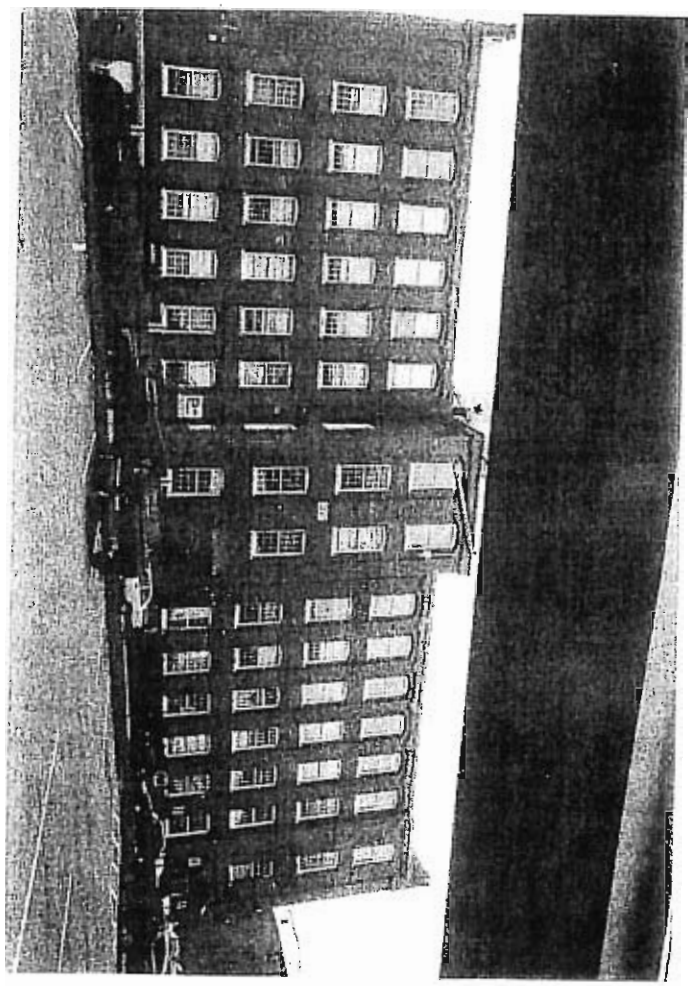


Description of photographs:
Photo #11 (Amory Mill)
Photographer facing: NW
Photograph date: March 2000
Roll/frame #: 6/1
Negative stored at: L. Mausolf

Photo #12 (Amory Mill)
Photographer facing: west
Photogr aph date: March 2000
Roll/frame #: 7/0A
Negative stored at: L.Mausolf

Photo #13 (Amory Mill Cotton Storehouse)
Photographer facing:
Photograph date: March 2000
Roll/frame #: 6/0
Negative stored at: L.Mausolf

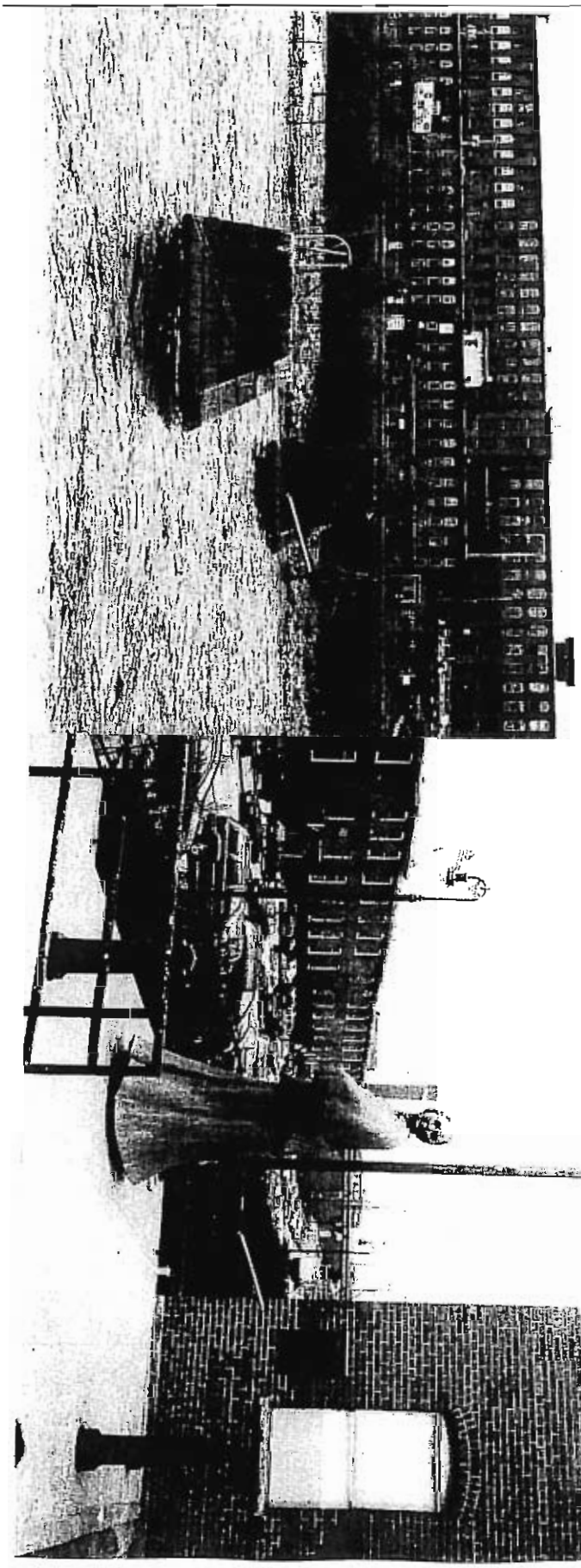


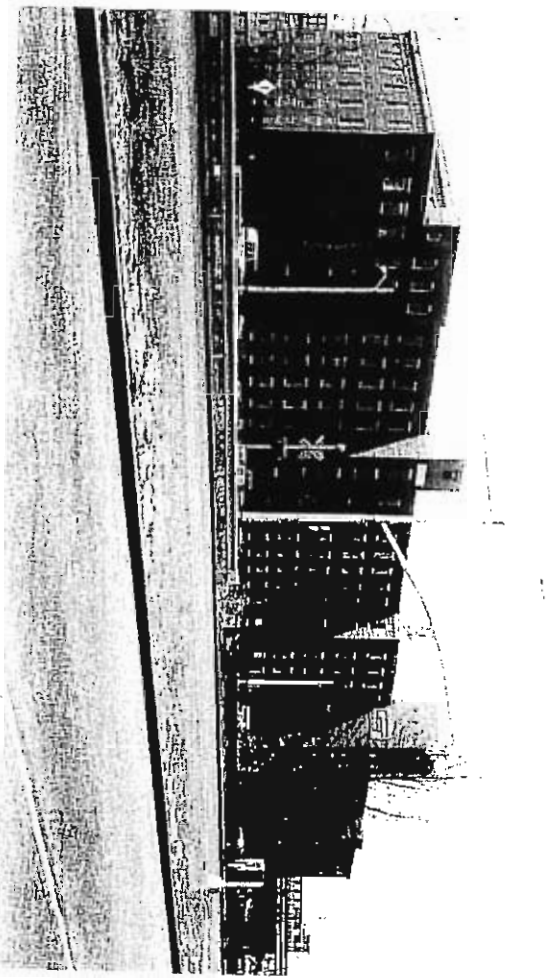


Description of photographs:
Photo #14 (New Bag Mill)
Photographer facing: NW
Photograph date: March 2000
Roll/frame #: 6/5
Negative stored at: L. Mausolf

Photo #15 (Stark Mills Picker House)
Photographer facing: north
Photogr aph date: Nov. 1999
Roll/frame #: 1/22
Negative stored at: L.Mausolf

Photo #16 (Machine Shop)
Photographer facing: west
Photograph date: March 2000
Roll/frame #: 6/13
Negative stored at: L.Mausolf

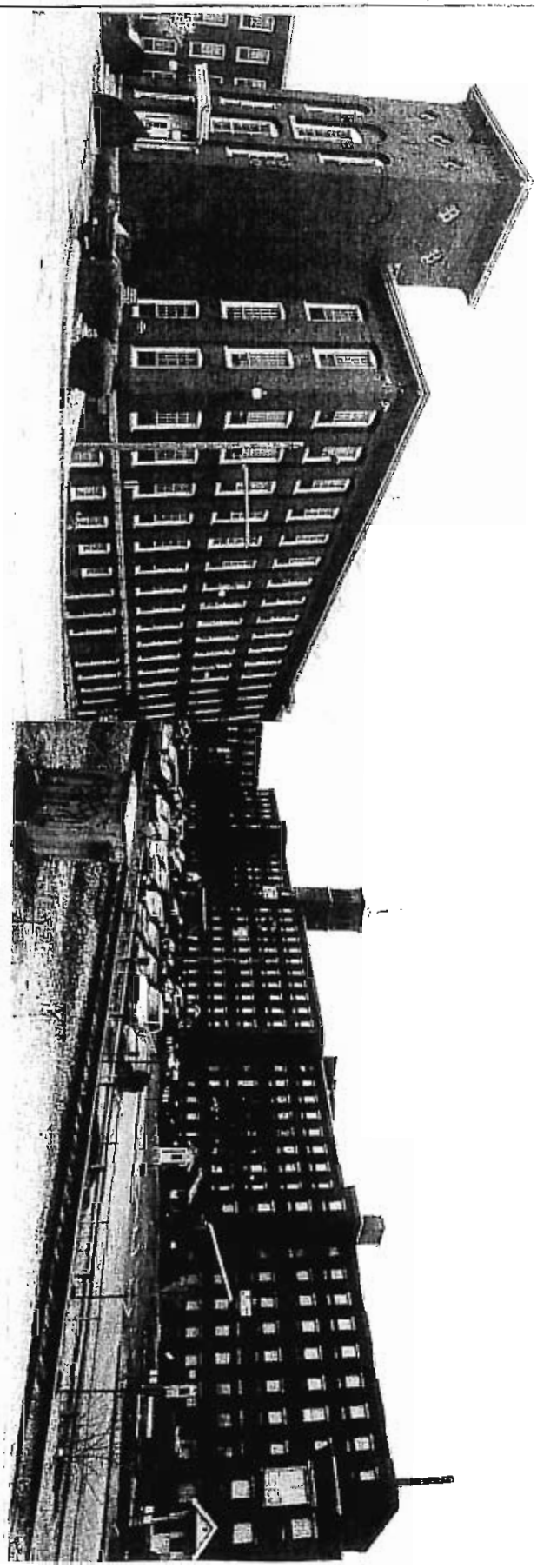


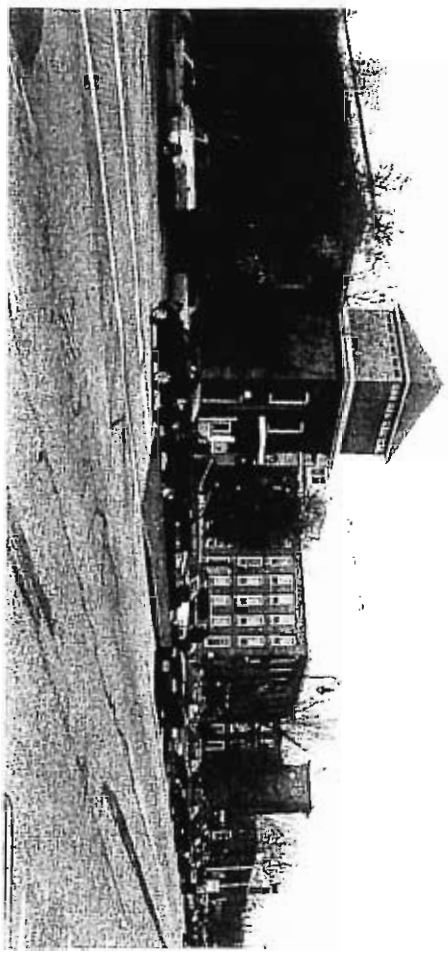


Description of photographs:
Photo #17 (Bridge abutments)
Photographer facing: west
Photograph date: March 2000
Roll/frame #: 9/7A
Negative stored at: L. Mausolf

Photo #18 (Stark Mills #1 & 2)
Photographer facing: west
Photogr aph date: March 2000
Roll/frame #: 7/8A
Negative stored at: L.Mausolf

Photo #19 (Mill Girl Statue)
Photographer facing: north
Photograph date: March 2000
Roll/frame #: 7/4A
Negative stored at: L.Mausolf

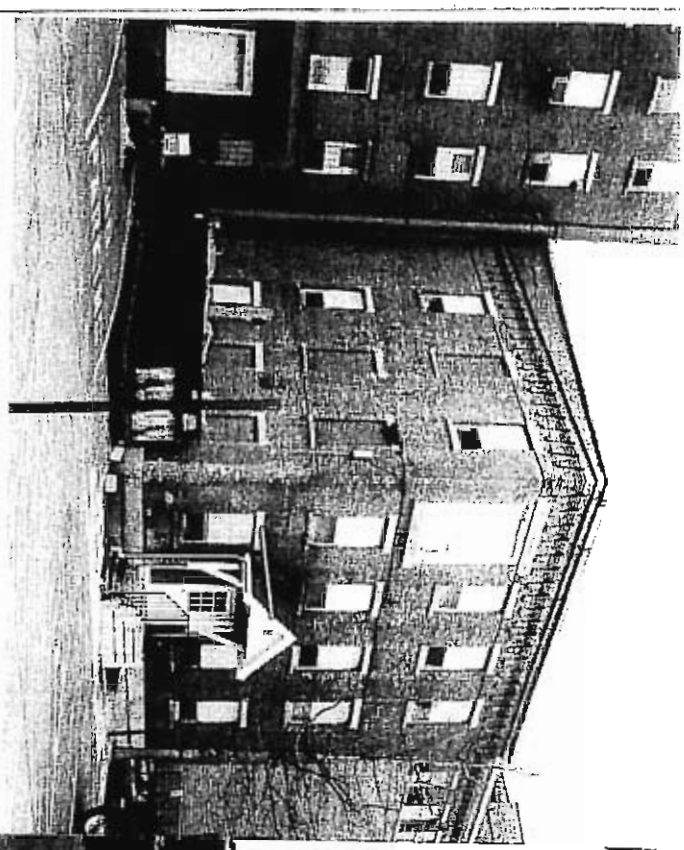


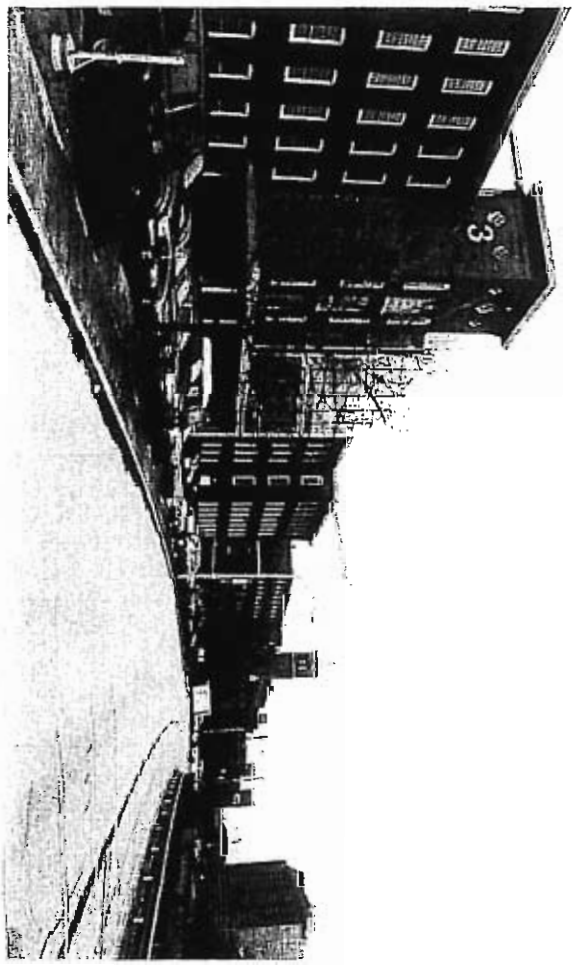


Description of photographs:
Photo #20 (Mill No. 8)
Photographer facing: W-SW
Photograph date: Nov. 1999
Roll/frame #: 1/24
Negative stored at: L. Mausolf

Photo #21 (New Dye House & Mill No. 7)
Photographer facing: NW
Photogr aph date: Nov. 1999
Roll/frame #: 4/11
Negative stored at: L.Mausolf

Photo #22 (Amoskeag New Mills - 1, 6 & 2)
Photographer facing: SW
Photograph date: March 2000
Roll/frame #: 6/9
Negative stored at: L.Mausolf

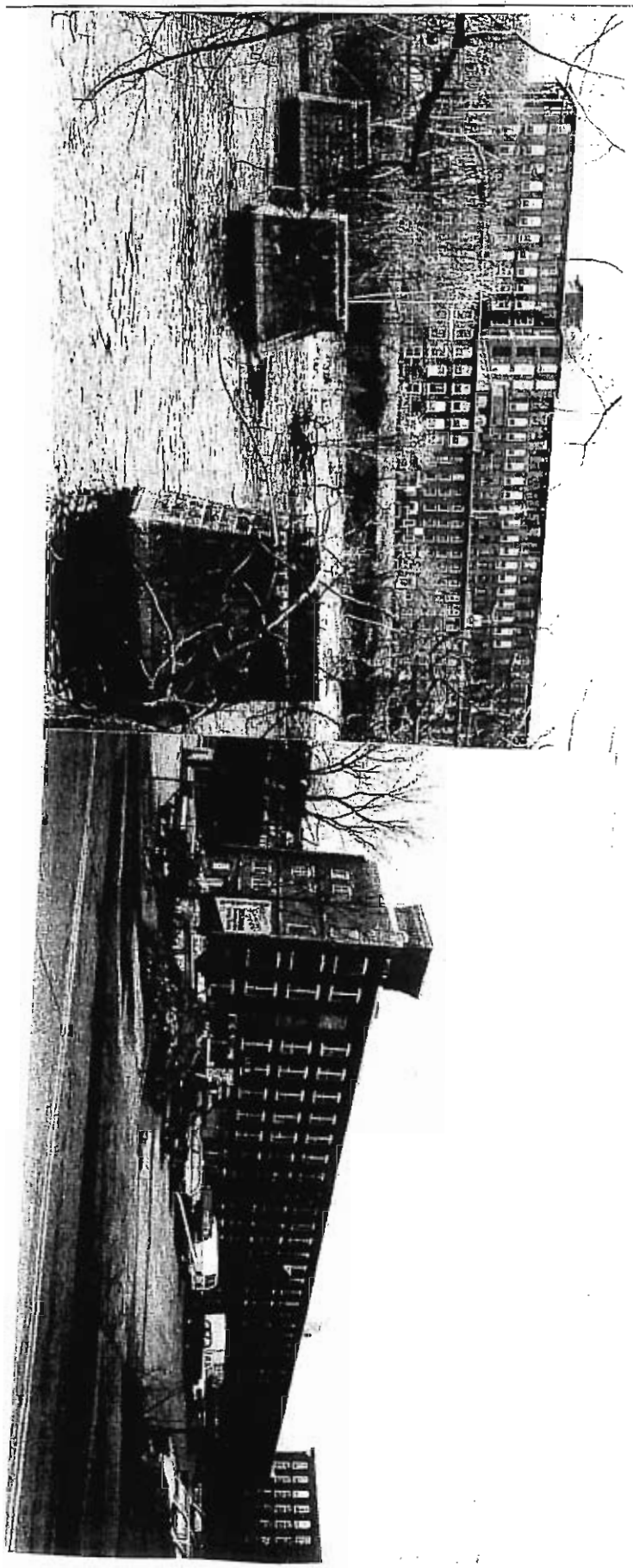


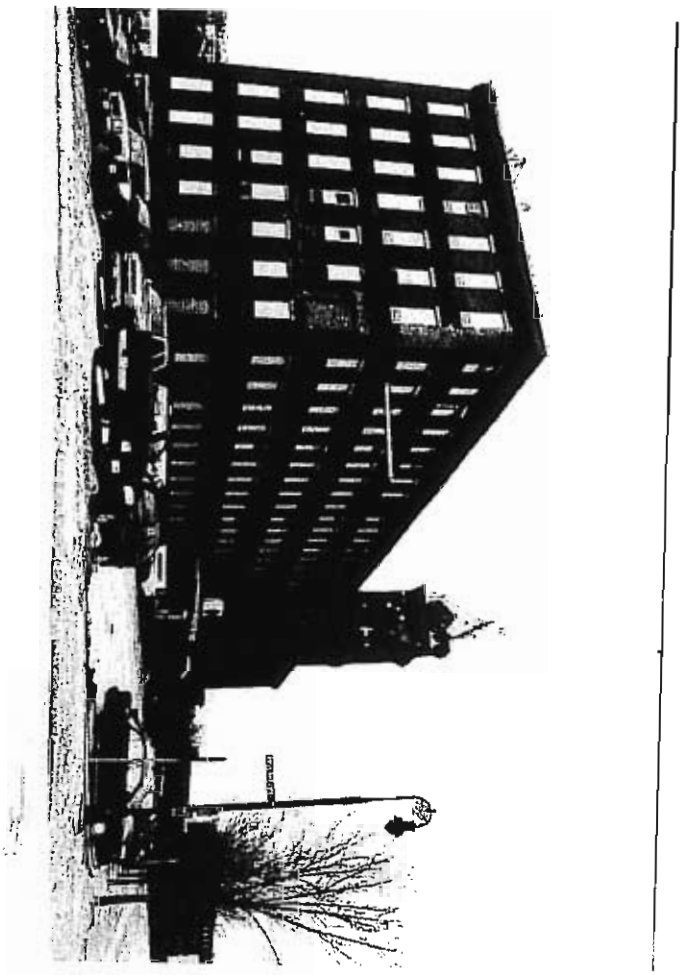


Description of photographs:
Photo #23 (Amoskeag New Mills Picker Ho.)
Photographer facing: NW
Photograph date: March 2000
Roll/frame #: 7/2A
Negative stored at: L. Mausolf

Photo #24 (Amoskeag Mill #3)
Photographer facing: north
Photograph date: March 2000
Roll/frame #: 6/6
Negative stored at: L.Mausolf

Photo #25 (Amoskeag Mill #5)
Photographer facing: west
Photograph date: March 2000
Roll/frame #: 6/14
Negative stored at: L.Mausolf

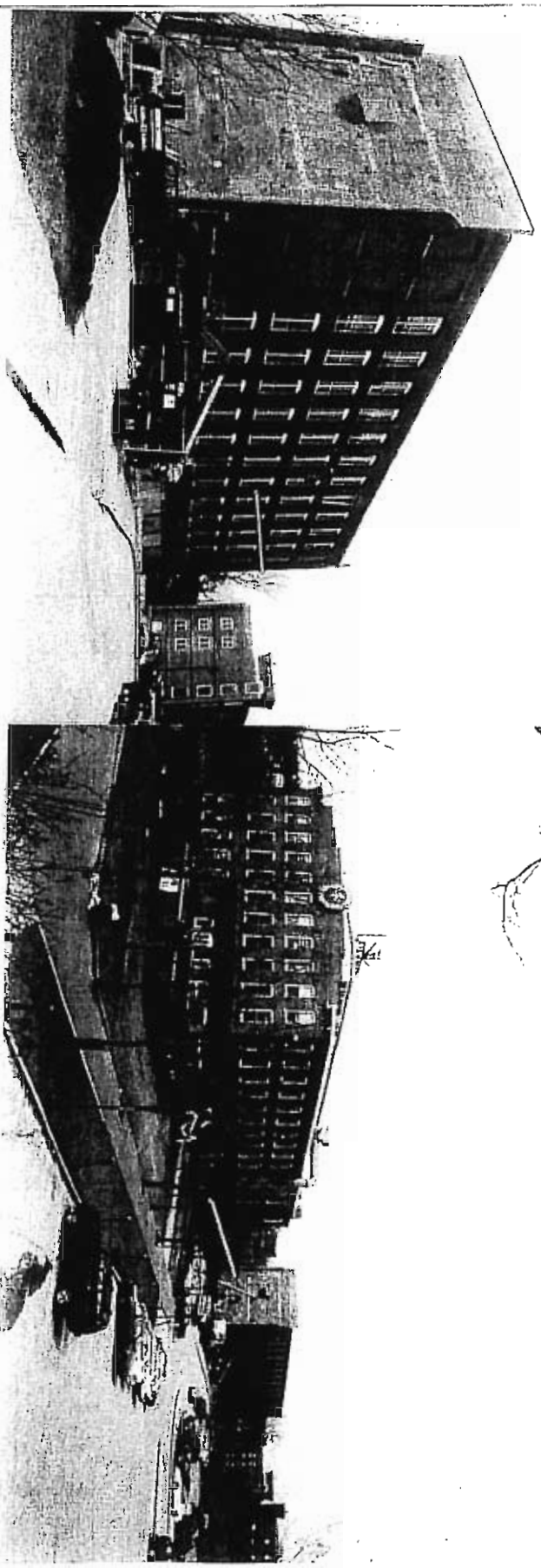


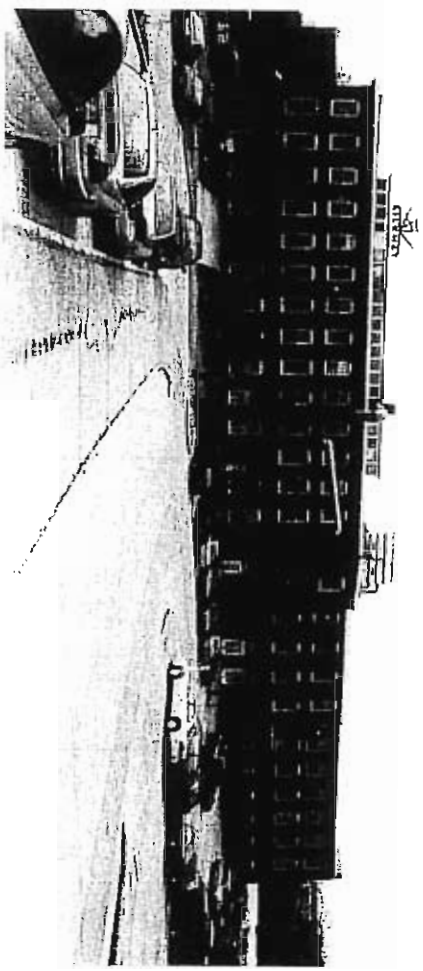


Description of photographs:
Photo #26 (Bridge Abutments)
Photographer facing: west
Photograph date: March 2000
Roll/frame #: 9/4A
Negative stored at: L. Mausolf

Photo #27 (Manchester Mill #2)
Photographer facing: north
Photogr aph date: March 2000
Roll/frame #: 6/23
Negative stored at: L.Mausolf

Photo #28 (Manchester Mill #3)
Photographer facing: NW
Photograph date: March 2000
Roll/frame #: 6/19
Negative stored at: L.Mausolf

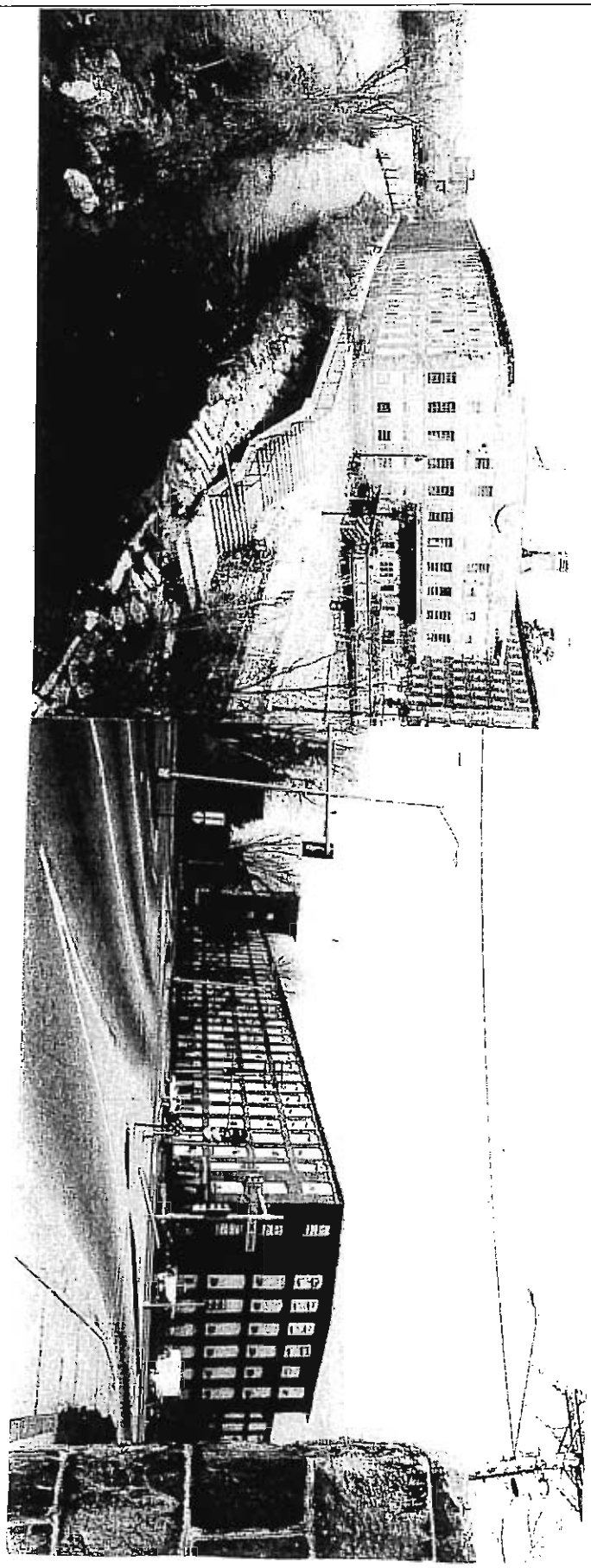




Description of photographs:
Photo #29 (portion of Manchester Mill #5)
Photographer facing: NW
Photograph date: March 2000
Roll/frame #: 6/20
Negative stored at: L. Mausolf

Photo #30 (Manchester Mill #7)
Photographer facing: west
Photogr aph date: March 2000
Roll/frame #: 6/22
Negative stored at: L.Mausolf

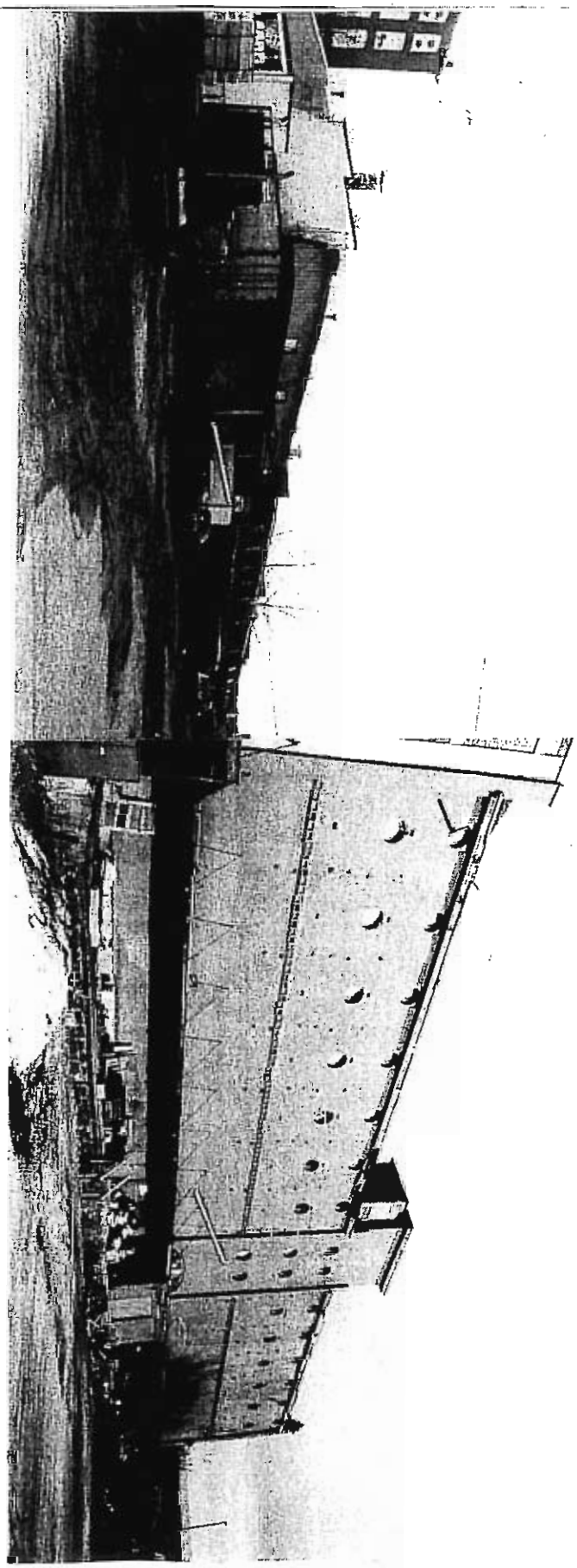
Photo #31 (Manchester Mills # 7 & 5)
Photographer facing: north
Photograph date: March 2000
Roll/frame #: 6/24
Negative stored at: L.Mausolf

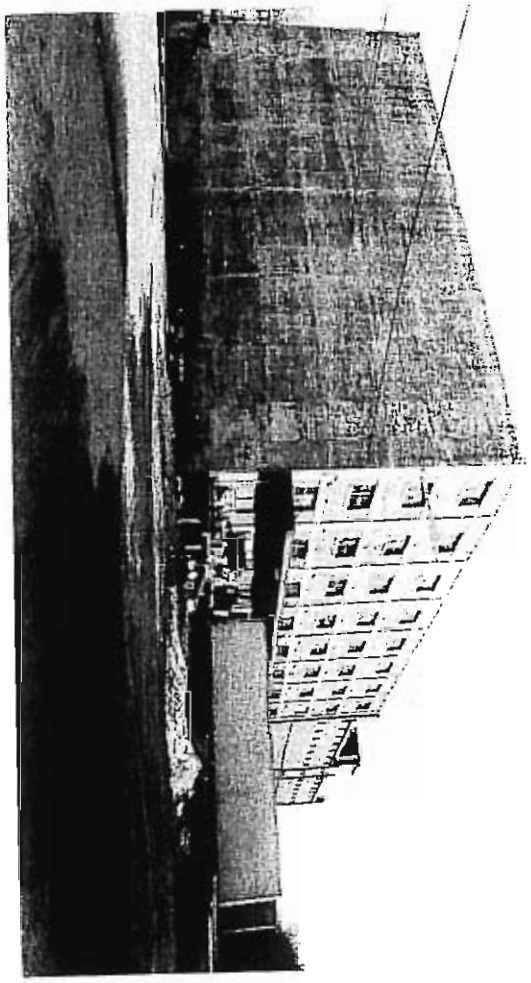


Description of photographs:
Photo #32 (Mill # 7 & canal remains)
Photographer facing: north
Photograph date: March 2000
Roll/frame #: 9/3A
Negative stored at: L. Mausolf

Photo #33 (Mill #10 South)
Photographer facing: N-NW
Photogr aph date: March 2000
Roll/frame #: 2/13A
Negative stored at: L.Mausolf

Photo #34 (Coolidge Mill)
Photographer facing: north
Photograph date: March 2000
Roll/frame #: 8/6
Negative stored at: L.Mausolf

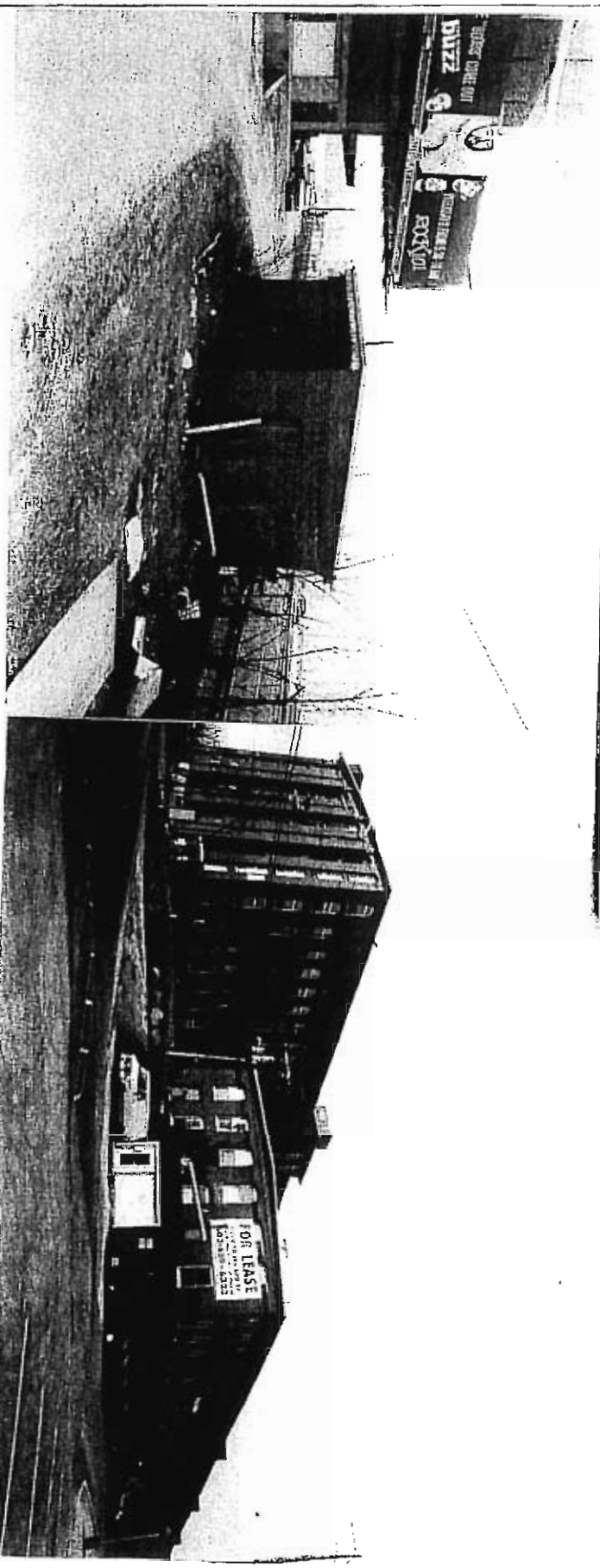


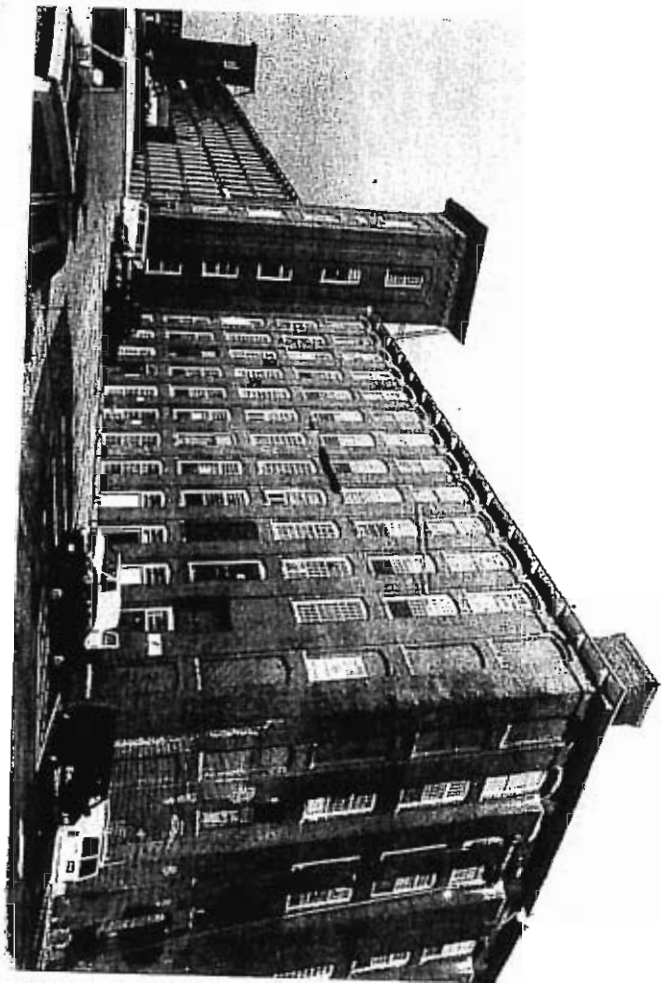


Description of photographs:
Photo #35 (Cotton Storehouses)
Photographer facing: NW
Photograph date: March 2000
Roll/frame #: 8/14
Negative stored at: L. Mausolf

Photo #36 (Amer. Duck Co. Storehouse)
Photographer facing: south
Photogr aph date: March 2000
Roll/frame #: 8/9
Negative stored at: L.Mausolf

Photo #37 (Stark Co. Storehouse)
Photographer facing: SE
Photograph date: March 2000
Roll/frame #: 8/10
Negative stored at: L.Mausolf

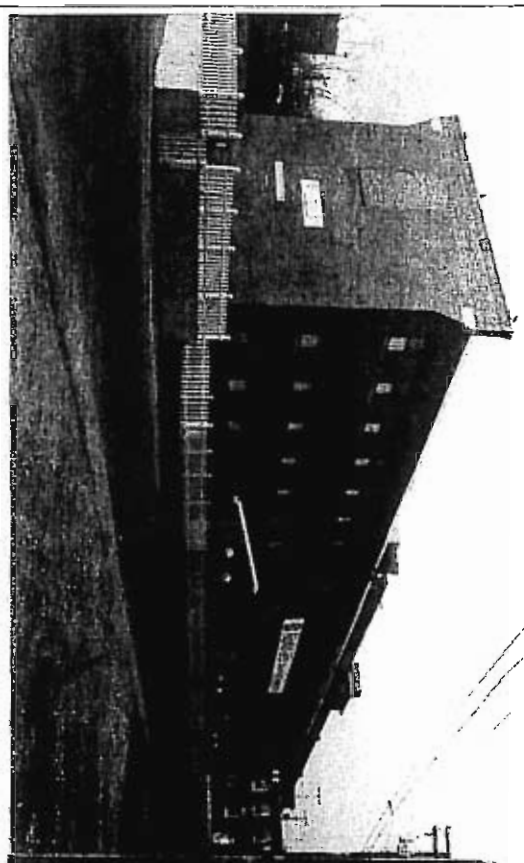


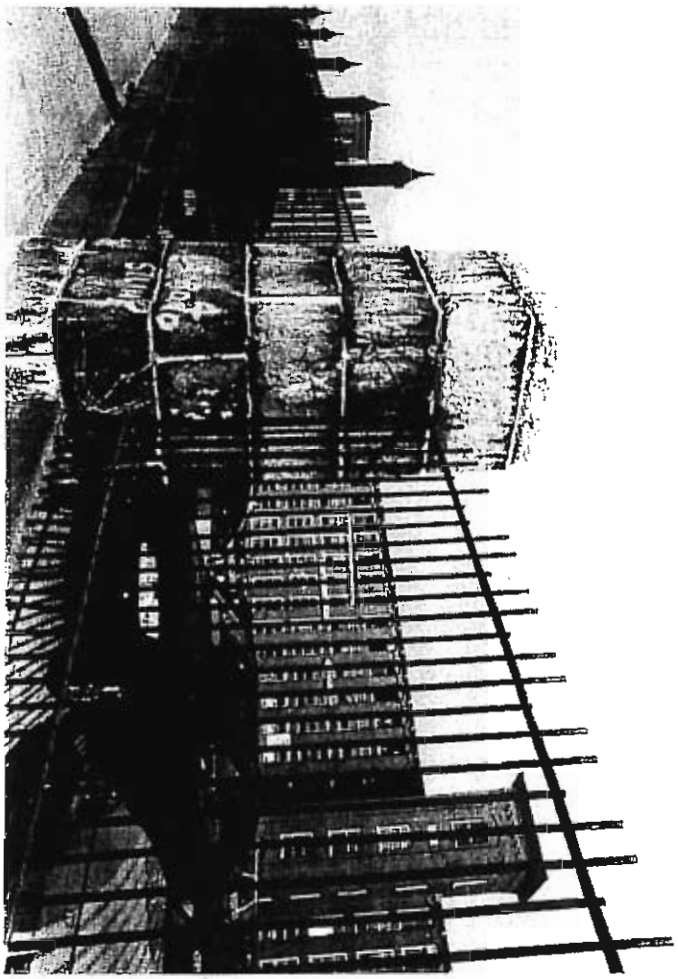


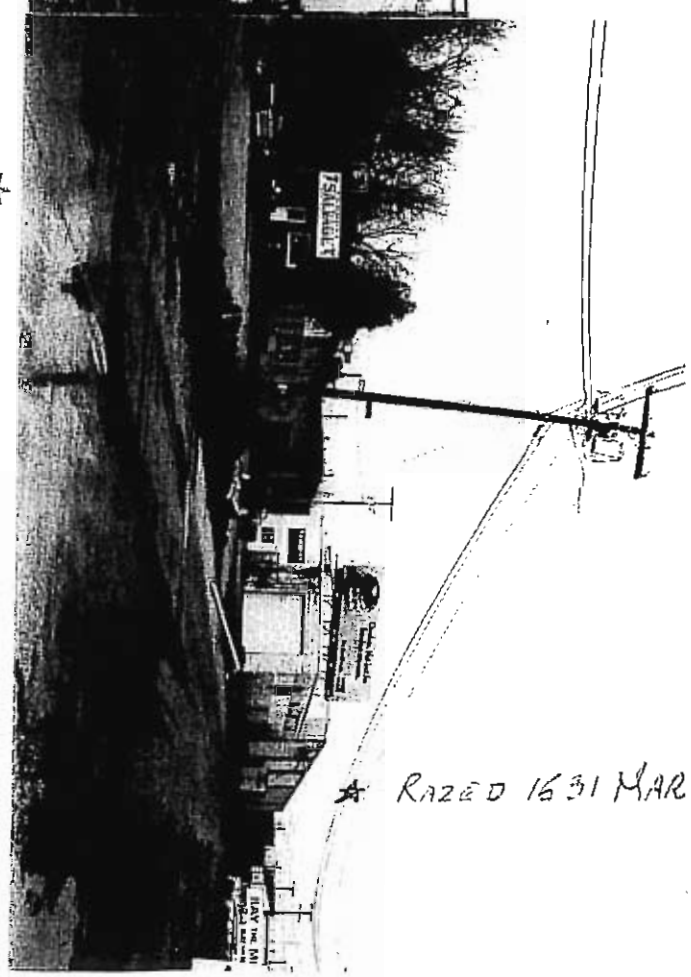
Description of photographs:
Photo #38 (Valve House)
Photographer facing: north
Photograph date: March 2000
Roll/frame #: 8/13
Negative stored at: L. Mausolf

Photo #39 (Mill No. 11)
Photographer facing: north
Photogr aph date: March 2000
Roll/frame #: 8/8
Negative stored at: L.Mausolf

Photo #40 (Mill No. 11 & annex)
Photographer facing: NW
Photograph date: March 2000
Roll/frame #: 8/1
Negative stored at: L. Mausolf







★ RAZED 16 31 MAR 2005

Description of photographs:
Photo #41 (Pattern House)
Photographer facing: NW
Photograph date: March 2000
Roll/frame #: 8/2
Negative stored at: L. Mausolf

Photo #42 (McGregor St. Fence)
Photographer facing: north
Photograph date: March 2000
Roll/frame #: 8/4
Negative stored at: L.Mausolf

Photo #44 (Derrick shed at left)
Photographer facing: north
Photograph date: March 2000
Roll/frame #: 7/20A
Negative stored at: L. Mausolf