United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Lewiston Mills and Water Power System Historic District

other names/site number

2. Location

street & number Bounded by Lisbon, Locust, and Bates Streets and Androscoggin River [n/a] not for publication

city or town Lewiston [n/a] vicinity

state Maine code ME county Androscoggin code 001 zip code 04240

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _x_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _x_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national _x_ statewide _x_ local

Signature of certifying official/Title Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:)

Signature of the Keeper Date of Action

LEWISTON MILLS AND WATERPOWER SYSTEM HD — Name of Property

ANDROSCOGGIN COUNTY, MAINE — County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [x] private
- [x] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [ ] building(s)
- [x] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
79	10	buildings
2	1	sites
31	14	structures
		objects
112	25	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a 6multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

20 previously listed contributing resources and 8 previously listed non-contributing resources

6. Function or Use

Historic Functions
(Enter categories from instructions.)

INDUSTRY / Manufacturing facility
INDUSTRY / Waterworks
NDUSTRY / Industrial storage
COMMERCE / TRADE / Warehouse
COMMERCE / TRADE / Specialty store
SOCIAL / Meeting hall
DOMESTIC /Institutional housing

Current Functions
(Enter categories from instructions.)

COMMERCE / TRADE / Warehouse
VACANT/NOT IN USE
DOMESTIC/Multiple dwelling
COMMERCE / TRADE / Specialty store
INDUSTRY/ Manufacturing facility
COMMERCE / TRADE / Business
COMMERCE / TRADE/ Professional

7. Description

Architectural Classification
(Enter categories from instructions.)

MID-19TH CENTURY/Greek Revival
LATE VICTORIAN/Italianate
MODERN MOVEMENT/Moderne
MODERN MOVEMENT

Materials
(Enter categories from instructions.)

foundation: BRICK
GRANITE
CONCRETE
walls: BRICK
SYNTHETICS/vinyl
CONCRETE
METAL/aluminum,
WOOD/shingle
ASBESTOS
ASPHALT

roof: ASPHALT
CONCRETE
METAL/iron

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Lewiston Mills and Water Power System Historic District is an intact collection of buildings, sites, and structures that made up the textile processing industry in Lewiston. The city's textile industry started in 1850 when out of state business men formed a conglomerate to develop the energy potential in the 40' high Great Falls, located at the district's northern boundary. Bounded to the west by its power source, the Androscoggin River, the approximate 204.59 acre district is orientated around the eight extant mill complexes that are clustered against and connected to the canals which run south from the northern boundary for approximately one mile. (See Figure 1.) The northern-eastern boundary of the district is defined by residential areas; the eastern boundary by the commercial center of the city (including the Lisbon Street Historic District); and the southern boundary by a combination of open space, commercial, and residential areas. Within these boundaries are 112 contributing resources and 25 non-contributing resources. In addition, 28 resources have been previously listed (20 contributing and 8 non-contributing).[1] The contributing resources represent all elements necessary to support the textile industry in Lewiston, including the dams to harness the energy for the mills and the canals that diverted water into the weir drops to turn the turbines in the basements of the mills. (See Figure 2.) In addition to the six extant textile mill complexes, the district also includes a dedicated machinery complex to the north and bleaching complex to the south. The district also contains infrastructure such as bridges, roads, and railroads to move materials and workers in and out of Lewiston. Finally, additional resources include former worker housing as well as buildings used by workers when not working, such as stores and social and/or religious clubs. The integrity of each aspect is consistent through the complexes. Description of some buildings or elevations could not be developed due to limited accessibility and/or the placement of additions. However, because of the similarity of all structures and the regular patterns seen in the fenestration and styling of the individual buildings, the district is well represented in descriptions of the accessible buildings.

NOTE: If a property has previously listed in the National Register its resource count and status is placed within parenthesis, i.e. "(1 Contributing Building)".

NOTE: The Map and Lot references refer to City of Lewiston Tax Maps, 2013-2014.

Dams, c. 1854-1956[2]

Dams Nos. 1-4 were begun in 1864 and initially constructed sequentially through 1865. Modern alterations were completed circa 1926-1956. Together with the interconnecting islands above the falls, the dams form a single barrier across the Androscoggin River. Gravity fed dams built of quarried granite blocks set in hydraulic cement and founded on the ledge of the river bottom. The stone for these structures came from nearby Turner, Maine. The upstream side of the dams is constructed of rubble sealed with hydraulic cement. The only change in these dams since construction is the

[1] Previously listed resources include: Bates Mill Historic District (including 8 non-contributing resources), the Dominican Block, the Continental Mill Blocks (2 resources), and the Grand Trunk Railroad Station.

[2] Description for the dams, weirs, canals and powerhouses has been synthesized from Richard M. Candee and Larry Gross, *The Lewiston Waterpower System* National Register of Historic Places Inventory-Nomination Form (October 15,1983) and the 1984 City of Lewiston's Federal Energy Regulatory Commission draft application and feasibility study for the hydroelectricity facility at the Great Falls in Lewiston, copy on file at the Maine Historic Preservation Commission, Augusta, Maine. The dams do not have formal names aside from being identified numerically west to east.

addition of an eight-inch concrete cap during the mid-twentieth century. Removable steel pins hold four flashboards, enabling the ponding of additional water during the summer, as well as providing a flexible and easily replaceable "capitolstone" to the dam that is carried away by the winter ice and spring floods. The stonework of these dams reaches a maximum height of 23'.

1. Dam No. 1, c. 1864-1865, alteration ca. 1950 **1 Contributing Structure**
Spans Androscoggin River
Map 206
Dam No. 1 extends 154' easterly from the Auburn shore to a ledge outcrop in the river located between the western shoreline and Fox Island.

2. Dam No. 2, c. 1864-1865, alteration ca. 1950 **1 Contributing Structure**
Spans Androscoggin River
Map 207

Dam No. 2 extends easterly 278.74' from the southern end of the ledge outcrop located roughly centered in the river southwestward to Fox Island.

3. Dam No. 3, c. 1864 -1865, alteration ca. 1950 **1 Contributing Structure**
Spans Androscoggin River
Map 207

Dam No. 3 extends 161.20' southeasterly from the south end of Fox Island to a smaller island created by the high water mark.

4. Dam No. 4, ca. 1864-1865, alteration ca. 1950, 2011 **1 Contributing Structure**
Spans Androscoggin River
Map 207

Dam No. 4 extends 161.56' south-easterly and abuts the north side of the Little Gatehouse on the Lewiston bank of the river at the north end of the peninsula. Currently, Dam No. 4 is undergoing some repair or rehabilitation as evidenced by the construction activity witnessed during survey.

5. Island Spillway, 1926 **1 Contributing Structure**
Spans Androscoggin River
Map 207, lot 18

In addition to these historic dams, there is the Island Spillway, a section of concrete installed to replace an eroded ledge on a part of the island between Dam No. 3 and No. 4.

6. Dam No. 5, 1956 **1 Contributing Structure**
Spans Androscoggin River
Map 207, lot 18

This concrete structure has maximum 4' height (plus pinned flashboards 1.34' high) and is known as Dam No. 5. It extends west 57.25' from the concrete abutment of Dam No. 4 to a higher ledge on the island.

Power Canals

The construction of the power canal system created an island on which the majority of the resources of the district occupy. The Upper Canal and its outflow through the Androscoggin Mill weir and Gully Brook back to the Androscoggin River has cut a piece on land off from the city; the two are connected by bridges over the Upper Canal. The system consists of five canals and one brook. Two parallel canals, the Upper Canal and Lower Canal, run south to the Androscoggin Mill weir. Placed on perpendicular axes to the upper and lower canals are three cross canals, one at Bates Mill, another under Hill Mill ending at the Continental Mill, and the third flowing out the river between the Continental and Lewiston Mill complexes. Gully Brook flows out to the river from the terminus of the Upper Canal with a drop of approximately 20' to

provide power for the Cumberland Mill. All of the canals in the system are generally uniform in construction, with walls of rubble masonry where they are not cut through the ledge. A very small percentage of the canal walls have been repaired with concrete in years recent. The canals vary in width from the 23' Cross Canal No. 2 to the 62' measurement of the Upper Canal, and in depth 10' to 12' throughout.

All the canals were created by blasting the ledge or granite blocks laid with hydraulic cement or in places filled with rubble to create the sides, or a combination of both. The bottoms of the canals are not lined and as such the canals are drained and cleaned of silt build-up from time to time.

In places the canals flow through or under mills and some water is diverted to secondary outflow tunnels. An example of this type of structure are the three, stone drain mouths visible south of where Cross Canal #3 flows into the Androscoggin River. These three stone drains are set into a stone retaining wall at the edge of the Continental Mill complex. The quantity and location of these outflow tunnels are not known and as such they have not been included in the inventory.

7. Upper Canal, ca. 1850, alterations 1854, 1857 **1 Contributing Structure**
Begins at Main Street, flows south to Androscoggin Mill complex
Map 197, lot 43

In 1850 work began on the Upper Canal and other sections of the planned canal system. After the first 100' from the Main Gatehouse where the canal is 73' wide, it runs 58' wide at the bottom and 63' at the top. Cuts through the ledge run as deep as 25', with wall sections built of granite blocks (quarried in Turner) to a height of 15 ½', and walls tapering upward from the foundations 8' wide. In 1853 and 1854, the Upper Canal was extended to power the Hill Mill. From 1857 to 1859 the Upper Canal was extended 2100' beyond the Hill Mill complex. The extension was 12' deep and 62' wide and served to supply water to the Androscoggin Mill complex and the Lewiston Bleachery and Dye Works. At the Androscoggin Mill the canal narrows slightly before flowing into the weir which controls the flow into Gully Brook.

8. Lower Canal, ca. 1850, alterations ca. 1860s **1 Contributing Structure**
Begins at Cross Street, flows south to Continental Mill Complex
Map 197, lot 43

50' wide and 10' deep the canal runs slightly past the terminus of Cross Canal No. 2. All research indicated that a planned extension to the Gully Brook was abandoned by 1875.[3]

9. Cross Canal No. 1, ca. 1850 **1 Contributing Structure**
Begins at intersection of Upper Canal and Ash Street, flows west into Androscoggin River
Map 197, lot 43

Construction began in 1850 and it was completed the next year. It stretches from the Upper Canal at Bates Mill approximately 1300' west to the river. It primarily serves as outflow from the Bates Mill complex.

10. Cross Canal No. 2, ca. 1852 **1 Contributing Structure**
Flows west from the Upper Canal under the Hill Mill complex to Continental Mill complex into Lower Canal

Map 208, lots 24, 36, 72, 77 and Map 197 lot 43

Maps of the canal system in 1851 show a planned second cross canal on what is now Cedar Street, but by 185 this design had been changed to include the present Cross Canal No. 2. The canal begins at the tailrace of the Hill Mill complex at Mill Street and ends at the Lower Canal opposite the Continental Mill.

11. Cross Canal No. 3, ca. 1853 **1 Contributing Structure**
Begins at Chestnut Street, flows west into Androscoggin River
Map 197, lot 43

[3] Richard L. Candee and Larry Gross. *Draft Lewiston Waterpower System Nation Register of Historic Places Inventory-Nomination Form* (Kittery ME) 1983.

In the 1851 plan Cross Canal No. 3 was shown to extend west from the Lower Canal opposite the foot of Chestnut Street 630' to the river. However, it was not built until after 1853 to serve the Lewiston Mills, as shown in a map of that year.

12. Gully Brook **1 Contributing Site**
Flows south in to the Androscoggin River from the Androscoggin Mill complex weir
Map 197, lot 43

Unlike the canals, the brook is naturally confined with an exception at the Bates Centennial Gatehouse where the water is allowed to dam behind a weir and fall into turbines that powered the Cumberland Mill.

Control Structures

Control structures contain weirs and gates that allow the waterpower system owners to control the water level of the canal independent of the mill operators' use. The dams, sluiceways, and Little and Main gatehouses are associated with the Charles E. Monte hydroelectric station located at the north end of the peninsula. However, the station is not within the district due to recent date of construction and because it replaced the historic Lewiston Waterworks Pumping station, which was filled in in 1878.

13. Little Gatehouse, by 1852 **1 Contributing Building**
57 Island Avenue
Map 207, lot 18

The Little Gatehouse, located at the easterly end of Dam No. 4, is a brick structure resting on granite blocks and contains three rack and pinion gates used to control the level of the reservoir created by the dams. The foundation measures roughly 30' long by 25' wide and supports the one story brick building. Its sides have brick piers that form flat arches around two recessed brick panels which hold an arch window set off by decorative brickwork. The front has two arch windows and a central doorway, also arched. The structure is surmounted with a flat, timber frame roof through which a small brick chimney exists on a back wall.

14. Main Gatehouse, 1851, 1902, 1957, 1987 **1 Contributing Building**

At head of Upper Canal, 148 Main Street
Map 207, lot 20

The primary control structure for the canal system is the Main Gatehouse located at the head of the Upper Canal approximately 550' downstream from the Little Gatehouse. It has always been referred to as the Main Gatehouse. The superstructure is timber framed with brick noggin infilling the studs and braces. Originally one story above the foundation with one window in each bay and surmounted by a gable roof, the structure has been significantly altered. Now two stories, the building is nine bays wide and two bays deep. At the southwestern corner a one bay wide gabled addition is present. Stained clapboard sheathes the building. All windows are modern with one-over-one sash. The building is now surmounted by a gable on hip roof that is sheathed with asphalt shingles. Centered on the ridgeline is a two bay, hipped roof cupola topped by a weathervane. Each elevation of the cupola has paired arch-topped louvered openings. The sluiceways and mechanical system have been little altered from a circa 1852 description in the company records. The foundations, gates, and their control mechanisms, and the combination or worm drive with rack and pinion gates remain as original. The power system to move the gates is now electrically driven. The belting and shafting through which power is transmitted was installed after the period of significance. Brick foundations surmount the stone gate enclosures.

This building was erected under the supervision of David Whitemand and was derived from the 1857 B. F. Perham plan. A one story workshop was added in 1902 and then either removed or relocated by 1957. The second floor was added circa 1987. Due to the fact that the original control mechanisms are intact and the drive and structure surrounding them relate directly to the 1850s appearance of the site, this building is considered a contributing structure even though there have been significant alterations to the size and materials of the superstructure.

15. Bates Cross-Canal No. 1 Dam, 1850 **1 Contributing structure**
Located between Bates No. 5 Mill and Bates No.1 Mill
Map 207

The dam is located in Cross-Canal No. 1 at the north side of Mill No. 1. The arch granite tailrace for Mill No. 1 is incorporated into the dam below the mill. The dam is composed of dressed granite and bedrock and has been modified with a poured concrete slab over the top. North of the dam, additional concrete walls were added to support concrete walkways providing access across the canal. The Bates Mill Weir is of stone construction, 57' long, 9' high plus hand flashboards, and contains three remotely controlled fly gates and one manual fly gate. Below this weir, spilled water and waste from the Bates Mill runs to the Lower Canal, 28' below.

16. Cross-Canal No. 1 Gate House, ca. 2010 **(1 Non-contributing Building)**
15 Canal Street
Map 197

The gate house is a rectangular wood-framed, single-bay, one-story building with gable roof. The exterior is vertical T1-11 siding and the roof has asphalt shingles. The south and west elevations have a single one-over-one window. A recent construction from either the late-twentieth or early-twenty-first century, the gate house is neither architecturally significant nor a contributing structure.

17. Red Shop Weir ca. 1855, 1935 , c. 1960 **1 Contributing Structure**
Western terminus of Cross Canal No. 1
Map 208

Just west of the top of Lower Canal this resource consists of sawn-timbered building that sits astride the canal on a concrete and stone weir that is 61' wide. Three fly gates control water levels and can be operated by hand if necessary. A small early turbine (currently inoperative) powered machine shop operations on this site. The shop above the foundation and weir was originally built in 1854. The superstructure burned in 1935 and was replaced. The building faces south and has a shed roof sheathed in asphalt shingles. The building is sheathed in asphalt novelty siding and exhibits irregular fenestration with three windows in the south of the east façade. A door is present on the southern façade.[4] It is currently surrounded by chain link fence. Directly east of the buildings is a bridge-like structure supported by rolled iron beams. Known as the "Stop-Log" Bridge, this circa -1960 steel structure serves as a barrier to prevent logs and large debris from enter the Red Shop Weir's power generation intake. Historically the Red Shop was a machine shop.

18. Bates Manufacturing Company Lower Station, ca. 1903-08 **1 Contributing Building**
49 Beech Street
Map 208, Lot 6

The former power generating station sits adjacent to the tailrace of Cross Canal No. 3 and the Androscoggin River on what is known as the Lewiston Mills site. Built circa 1903 by the Bates Manufacturing Company as a one-story structure in the Engaged Pilaster style, this building largely retains the same appearance it did upon completion of construction. The building is surmounted by a low-pitched side gable roof. There is a Doric capped chimney extending through the roof at the eastern end of the ridgeline. Under the cornice and in line with the pilasters are decorative brackets.

The north façade appears to be four bays wide with the possibility of a fifth, centered, window that has been closed in since finished construction. The western façade is six bays wide with a large segmented arch doorframe sitting in the second and third bay of an implied, regular, pattern of fenestration. The original door has been replaced with what appears to be a metal rolling garage door with a smaller, inset mass-produced door. The lunette has been closed in by flush sheathing. The windows are fixed 24-panes beneath an 8- over 8- casement separated by a cast concrete panel. Lack of adequate accessibility results in that the east and south elevations remain obstructed and the north and west façades are documented at bad angle through chain link fence; however, it is assumed that these facades retain a similar appearance as the two accessible facades.

19. Continental Control House ca. 1855 **1 Contributing Building**

[4] Camp, Dresser and McKee, Incorporated, *Draft Copy Exhibits A,B, F and portions of E of City of Lewiston Hydroelectric Project Environmental Report*, Boston, 1984. (Also referred to as the City of Lewiston Federal Energy Regulatory Commission application, 1984.) On file at the Maine Historic Preservation Commission, Augusta, Maine.

Beech Street
Map 208, Lot 6

Located on the southern edge of the former Lewiston Mill site, this building is elevated over a spillway near the western end of Cross Canal No. 3. Here the canal narrows to increase flow to turbines under the Lewiston and Continental mill complexes. Currently inaccessible due to fences and trespassing warnings, this building appears to be in poor condition with structural deficiencies. The building is connected to the Continental Mill complex to the south by a cast iron foot bridge. It is supported by sawn heavy beams that sit on what appear to be cast concrete footings. Smaller beans are laid perpendicularly to the beams and support a wood floor. In the southwest corner, a partial brick foundation replaces the wood beams as support.

The rectangular wood building is two regularly placed bays deep by three irregularly placed bays long. Present on the south façade are two two-over-two sash windows, both in poor condition. The eastern façade holds a door at the southeast corner and two windows with the same styling as the aforementioned. The bays are simply framed and the entire structure is sheathed in board and batten. A dentil course is present on all facades at the height of the door's lintel. A molded cornice is present as well. The structure is surmounted by a hipped roof that is currently sheathed in three-tab asphalt shingles.

20. Continental Weir, ca. 1853 **1 Contributing Structure**
Map 208

The Continental Weir is a 30' stone masonry weir in Cross Canal No. 3 and provides a 22' drop. A sloping wood plank-top covers the granite structure, which holds four remotely controlled fly gates. Hand wood flashboards top this dam. Below it, a low, concrete barrier creates a stilling pool to end scour. Along with the control structure located at the Red Shop, the Continental Weir helps to control the water level of the Lower Canal.

21. Androscoggin Weir, ca. 1855 **1 Contributing Structure**
At the southern end of the Upper Canal
Map 197

The Androscoggin Weir stands at the south end of the Upper Canal and maintains its level. A 32' stone masonry and concrete structure, it is located above a concrete sluiceway leading to Gully Brook. Hand wood flashboards, boards with tall handles rather than those held against steel pins atop the river dams, rest above permanent flashboards.

22. No. 2 Mill Wheel House/ Bates Centennial Station, 1867 **1 Contributing Building**
352 Lincoln Street
Map 197, lots 14 & 15

The No. 2 Mill Wheel House partially spans the western outflow of Gully Brook northwest of the Cumberland Mill Complex. The one story structure served as housing for part of the power system for the southern part of the Androscoggin Mill complex. The site consisted of four additional buildings including Mills Nos. 2 and 3, the associated boiler house, picker house, and storehouse which were all demolished by 1993.

The wheelhouse is a one-story building, four bays wide and one bay deep with an exposed basement to house the wheel. The structure is supported by what are assumed hydraulic cement buttressed piers that are founded on the bottom of Gully Brook. A buttress wall at the northwest corner has been created by dry laid granite blocks.

Evidence of a balloon frame is seen at the top of the granite wall. On the south facade four regularly placed sixteen- over sixteen- sash windows are present, while on the east façade a door and a small window, located in the upper left corner, are present. The door allows access from the building to a short catwalk that spans the entire width of Gully Brook. A similar dry laid wall is seen in place of the eastern bank.

The catwalk extends over the small weir that was built to allow water to fall into the turbine under the wheelhouse. In the center of the structure is a stepped granite wall that seems to provide structural stability to the adjacent damming structures. To the west of the wall is a spillway and to the east a taller concrete dam is set further back than the spillway.

Infrastructure (Roads, Bridges, Rail)

The Upper and Lower Canals both parallel the Androscoggin River and they form the primary axis for the street system in the district. On the west edge of the Upper Canal a series of parking lots associated with the Androscoggin, Hill, and Bates Mills create an unnamed "road"; to the west of this are three primary streets, from east to west, Mill Street (formerly Railroad), Lincoln Street and Oxford Street. A paper road, Lincoln Street Alley, lies between Lincoln and Oxford Streets. Chestnut, Cedar and Locust Streets run perpendicular to the Upper Canal, cross over the canal with automotive bridges and then span the width of the district. Beach Street is another perpendicular road that runs for one block between Lincoln and Oxford Street.

The Lewiston Bleachery and the Cumberland Mill are not on the "island" where the Bates, Hill, Lewiston, Continental and Androscoggin Mills are located. Access to the Bleachery is via Canal Street – which parallels the east side of the Upper Canal and is mostly not within the District. The Cumberland Mill is on Lincoln Street and is separated from the rest of the mills by Gulley Brook. Lewiston Machine Company is on Bates Street, north of all the complexes but near the northernmost railroad bridge and the dams.

Historically two separate railroad companies served the historic district: the Maine Central Railroad, with connections to Portland, and the Grand Trunk Railroad, with connections in Portland and Quebec. The Maine Central Railroad had two rail lines within the district. The "upper" line spanned the Androscoggin River via a long railroad bridge (#23) north of Dam No. 1 (#1) and Fox Island and the "lower" line entered from the south connecting to what is now is known as Mill Street. Both lines connected to Portland. The upper line served the Lewiston Machine Company. The rail line is active; however, it does not appear that it is frequently used.

The lower line served the Libby, Cowan, Bates, Hill and Androscoggin mill complexes; evidence for this line is found in the alignment, the abutments (#28), and three remaining Maine Central Railroad Bridges (#s 25, 26 and 27). It also appears from maps and aerial photographs that an U-shaped secondary spur from this line served the Bleachery, although there are no visible structures associated with the spur. The railroad eventually connected to another line in Brunswick and then proceeded to Portland.

The Grand Trunk Railway entered the district across the Androscoggin from Auburn, via an extant rail bridge that is outside the district boundary. The railroad then passed a large freight yard across from Cross Canal #2 and the Lewiston Mills, and then crossed that canal via a triple track bridge (# 24) to end at the Grand Trunk Railroad Station (#151). This line provided the predominant means for immigrants to arrive in Lewiston. With the exception of a few rails embedded in a hardscaped park (# 152/17) and the railroad bridge over the canal no other resources associated with this railroad are extant within the district.

RAILROAD BRIDGES

23. Maine Central North Railroad Bridge, 1905/1924 **1 Contributing Structure**
Map 206

The Maine Central Railroad Bridge number 36.78, also known as the Upper Line Railroad Bridge, is a visual and engineering landmark in Maine. The five span, Howe-truss steel structure crosses the Androscoggin River almost directly above Dam No. 1 and 2 as far as Fox Island. The eastern three spans were constructed in 1905 by the American Bridge company of Ambridge, PA, the western two spans were added in 1924. The first bridge in this location was built in 1849 to serve the Portland and Kennebec Railroad. That structure was a wooden-covered lattice deck truss, which was later replaced by a wrought iron Pratt truss bridge.

24. Grand Trunk Railroad Bridge Lower Canal. 1909 Lewiston and Auburn Railroad **1 Contributing Structure**
Lewiston & Auburn Railway Company Bridge #5.30
Map 208

This triple-track bridge replaced an earlier iron bridge, erected in 1872. It has a single-span of riveted continuous steel plate girder deck truss bridge and originally had a cantilevered sidewalk and an associated utility conduit. Between 1993 and 2003 one of the tracks was filled with concrete to make a wide pedestrian crossing. The other two tracks were filled in a similar manner between September 2013 and September 2014. The superstructure remains intact as does the

alignment. This bridge was built the same year as the Androscoggin River railroad bridge (out of the district, to the west), and provided access to the Depot and freight sheds. The contractor was the Pennsylvania Steel Company, Steelton, PA.

25. Maine Central Railroad Bridge No. 48.70, 1928, alterations, 2001 **1 Contributing Structure**
Between Bates Mill No. 3 and Bates Mill No. 6, carrying Mill Street
Map 207

Also known as the Bates Railroad Bridge this structure has single-span riveted steel plate girder deck truss with cantilevered sidewalks. The steel girder bridge spans Cross-Canal No. 1 and was built by Bethlehem Steel Company in 1928. It is still intact and has been modified to accommodate vehicular traffic. The timber railroad ties are supported by steel girders bearing on the granite foundation of the canal wall. The railroad tracks were removed by 1996 and the bridge has been covered with asphalt, most recently paved in 2001. The original timber railroad ties are still visible from the side[5].

26. Maine Central Railroad Bridge # 47.97 – Gully Brook, 1888/1904 **1 Contributing Structure**
Elevated over Gully Brook east northeast of Cumberland Mill complex
Map 197

The bridge is located north of the Centennial Station at Gully Brook. This spur of the line historically ran from the lot rear of the current Bates No. 5 Mill southeast out of Lewiston, serving most of the mill complexes. None of the track is visible other than the bridge. The steel truss bridge is supported by granite piers and is approximately 25' above the surface water of Gully Brook. Originally constructed in 1888, these spans were moved to the present location and re-erected in 1904. The line was abandoned circa 1988.

27. Maine Central Railroad, Lower Line Railroad Bridge No. 48.48, 1861 **1 Contributing Structure**
Over Cross Canal #2, in the former MCRR-Lower Line right-of-way behind the Hill Mill.
Map 208

This structure is the only example of a stone (granite) arch bridge designed for rail transportation in the mail district. It is also the earliest surviving bridge remaining in the district. The dry laid, single stone arch bridge was built by the Androscoggin Railroad in 1861; alterations include the addition of a concrete wing-wall at the north abutment.

28. Maine Central Railroad, Lower Line Bridge Abutments, no. 48.16, 1861 **1 Contributing Structure.**
Flanking Locust Street
Map 208

Built in 1961 for the Androscoggin Railroad, these massive granite abutments served to elevate the railroad above Locust Street. The last bridge to sit upon the abutments was constructed in 1888 and removed in 1990-91 due to damage. The abutments mark the location of this former bridge and railroad line.

VEHICULAR AND FOOT BRIDGES

29. Foot Bridge over Cross Canal #1 at Railroad Park, c. 1999 **1 Non-contributing Structure**
At far western end of Cross Canal #1
Map 208

This single-span foot bridge is located at the north end of Railroad Park, and spans Cross Canal #1 west of the Red Shop Weir. Constructed of steel stringers with a wood deck it was designed by Biltolast Products Inc. of Fort Payne, Alabama in 1999 and installed shortly thereafter.

30. Main Street Bridge, MDOT Bridge # 3083, 1991 **1 Non-contributing Structure**

[5]According to Christopher W. Closs, who surveyed this structure in 1993 and corresponded at that time with Guilford Transportation Companies Industries (owner of the rail line), this bridge was moved in 1888 from a different location and re-erected in the present location in 1928. The original location may not have been in Lewiston.

Main Street over Upper Canal
Map 207

This three span steel girder bridge with a concrete deck structure was erected in 1991. It replaced earlier structures at this same location.

31. Lincoln Street Bridge MDOT Bridge # 3900. 1930, reconstructed 1997 **1 non- contributing Structure**
Lincoln Street over Cross Canal #1
Map 207

This bridge has a single-span concrete slab deck with iron railings and concrete wing walls on the sides of the canal. Prior to 1997 the structure in this location was a bridge with a simple steel riveted plate girder design, cantilevered sidewalks and a concrete deck. Decorative treatments consisted of steel or wrought iron latticed railings on the east and west elevations, with a pointed arch motif. It is not known to what extent the earlier structure might be imbedded within the current structure, but because the design has altered so substantially the resource is considered non-contributing. On the east side a large diameter municipal water main parallels the bridge. There have been at least two other bridges in this location.

32. Bates Mill Office Iron Girder Bridge, 1902 **1 Contributing Structure**
Spanning Upper Canal at the western end of Pine Street
Map 208

Centered on the Connector Building between Bates Mills No. 1 and No. 2, the narrow iron girder bridge spans the main canal at the axis of the original Executive Office Building (no longer extant). The bridge was constructed at approximately the same time as the addition of the second story to the office building in 1902. The bridge is a continuous span with pony plate girders supported by a granite foundation and is painted green. This bridge replaced an earlier wooden, rod and turnbuckle deck truss bridge. The iron girder bridge has not been significantly altered.

33. Bates Concrete Bridge, 1915-1917, alterations, 1993 **1 Contributing Structure**
Spanning Upper Canal a western end of Ash Street
Map 207

At the southeast corner of Bates Mill No. 5 is a concrete pedestrian bridge over the upper canal. The bridge was erected soon after completion of Mill No. 5. The bridge has a single span and is comprised of reinforced concrete deck girders with granite foundation. Large concrete piers with capitals and bases sit at each end of the bridge creating a threshold from the sidewalk to the bridge. Mounted on the inside of the piers on the Canal Street side are black aluminum picketed gates. The sides of the bridge are lined with a concrete railing that is divided into nine sections by square piers with pointed capitals. The piers and rail are painted white. Although no longer extant, a similar concrete bridge was constructed at the same time from the southeast corner of Mill No. 5 over the Cross Canal No. 1. This bridge originally had metal pipe railing. Both bridges were originally used for pedestrian access across the canal. Canal Street was raised at some point and is now several steps above the grade of the bridge deck. In 1993, the girders and railings received a new parge coat which obscured the original post and panel detail of the railings. Round, lighted globes previously were set atop the piers but have been removed in recent years. The concrete bridge replaced an earlier wooden arch bridge.

34. Bates Steel Pedestrian Bridge, ca. 2005-06 **(1 Non-Contributing Structure)**
Spans Cross Canal No. 1 between Bates Mill No. 2 and Bill Mill No. 5
Map 207

A modern pedestrian bridge in the form of a gently arch Howe truss spans the cross-canal at the same location as the earlier concrete bridge similar to the 1914 concrete bridge over the upper canal. South of Cross-Canal No. 1, the bridge is supported by a concrete foundation just beyond the wall of the canal. North of the canal, the bridge is supported on the concrete foundation of the Mill No. 5 Security Office which is supported by concrete piers extending down to the bedrock of the canal. The surface of the bridge is composite decking planks spanning steel girders and beams.

35. Wiseman Bridge / Chestnut Street Bridge, MDOT Bridge 5003, 1927 **1 Contributing Structure**

Spans Upper Canal on Chestnut Street
Map 208

The Wiseman or Chestnut Street Bridge spans the Upper Canal between the Bates Mill and the Hill Mill. Built in 1927, this concrete thru-arch bridge is one of three of its type built in Maine from 1926 to 1928. The arch consists of two parallel ribs that are tied by reinforced concrete girders. Vertical suspenders support floor beams and a concrete slab deck. Upper ties brace the arch ribs. At its highest point, it is approximately 15' with a span length of 64'. The portal struts have an inscription date "1927" and brass letters spelling out "Wiseman Bridge" after Robert Wiseman, mayor of Lewiston at the time of construction. The ribs are scored to accent the arch and the bridge has cantilevered sidewalks with concrete balustrades.

36. Hill Mill Office Bridge, post 1977 **1 Non-contributing Structure**
Spans Upper Canal across from the Hill Mill Office Building
Map 208

Constructed sometime after 1977, this steel girder and concrete deck pedestrian bridge replaced a wooden, rod & turnbuckle deck truss bridge that had been erected to permit Hill Mill employees access to the mill complex from Canal Street.

37. Beech Street Bridge, c. 1970 **1 Non-contributing Structure**
Over Lower Canal at Beech Street
Map 208

Little is known about this bridge: documentation from the 1993 survey suggests it was built c, 1970 and that the steel-I-beam strings may have been used materials. There were at least one, if not two, previous bridges at this site.

38. Lewiston Mill Pedestrian Bridge, by 1886 **2 Contributing Structures**
39. Continental Mill Pedestrian Bridge by 1886
Spans Lower Canal north and south of Chestnut Street
Map 208

Built for workers to cross the canals from Oxford Street these identical bridges span the Lower Canal. They are in a great state of disrepair as many of the boards that comprised the walkway are missing and are inaccessible due to chain link fences at either end. Historically, the bridges were supported by cast iron beams that held the wood walkway and solid half-wall rails that were capped by gabled sheet metal. The walls are finished with large square posts with Greek Revival detailing, including pilasters and molded cornices. A recessed panel of bead board is present on each side of the posts. All posts are topped with hipped wood post caps.

40. Oxford Street Bridge, MDOT Bridge # 0050, 1996 **1 Non-contributing Structure**
Over Cross Canal #2 at Oxford Street
Map 208

This single-span concrete slab bridge flanked by chain-link fence is very similar in design to the Lincoln Street Bridge. Erected in 1996 it replaced a riveted steel continuous plate girder deck truss, with outboard sidewalks.

41. Lincoln Street Alley Bridge, MDOT Bridge # 0051, 1955 **1 Contributing Structure**
Over Cross Canal #2 at Lincoln Street Alley
Map 208

Erected in 1955 and now closed due to condition, this single span, thirty-foot long bridge has a steel thru-girder design with welded floor beams and stiffeners. Some of the girders appear to be of salvaged material. The bridge is flanked by fascia-mounted chain link fence railings from c. 1980 and has concrete abutments. A wood stringer bridge was on this location in 1924.

42. Lincoln Street Bridge over Cross Canal, #2, MDOT Bridge # 0048, 1997 **1 Non-contributing Structure**

Over Cross Canal #2 at Lincoln Street
Map 208

This vehicular bridge has the same design and materials as the Lincoln Street Bridge over Cross Canal #1 (# 28). Built in 1997, it too replaced a single-span, riveted steel continuous plate girde pony truss bridge with decorative lattice railings. At one point there were 8 similar bridges within the mill district.

43. Cedar Street Bridge, West Bound, MDOT Bridge 6214, 1987 **1 Non-contributing Structure**
Cedar Street over Upper Canal
Map 208

This straight bridge carries Cedar Street west over the Main Canal. It is 94 feet long and is of a stringer/girder design.

44. Cedar Street Bridge, East Bound, MDOT Bridge 1531, 1973 **1 Non-contributing Structure**
Cedar Street over Upper Canal
Map 208

This curving bridge caries Cedar Street east over the Main Canal. It is 107 feet long and is of a stringer/girder design.

45. Locust Street Bridge, MDOT Bridge # 0047, 1975 **1 Non-contributing Structure**
Locust Street over Upper Canal
Map 197

This two-lane stringer/girder type bridge was built in 1975 and carries Locust Street over the Main Canal. The bridge is 90 feet long.

46. Androscoggin Footbridge, c. 1957-1977 **1 contributing structure**
Spans Upper Canal at intersection of Canal and Lisbon Streets
Map 197

This bridge served as an access point for employees. Currently an iron girder bridge with a cast metal plate deck with an iron pipe railing, its condition warrants that it remains inaccessible to the public. It shares similar styling with the Bates iron girder bridge. It is believed that both bridges were purchased from a steel manufacturing company as pre-engineered units.

47. Water Main Utility Bridge, c. 1935 **1 contributing structure**

Crosses the Upper Canal between Main Street and the Main Gatehouse.
Map 207

This steel utility structure carries as 24" water main across the Upper Canal.

MILL COMPLEXES

Lewiston Bleachery & Dye Works
550 Lisbon Street, all excepted where noted
Map 197, lot 48

Bounded (clockwise, west to south) by Lisbon Street, Adams Avenue, and former Maine Central Rail Line spur. The Lewiston Bleachery and Dye Works, or the Bleachery as it is most commonly referred, is the largest and most complex set of textile industrial buildings in Lewiston. Anchoring the south end the district at Lisbon Street northeast of Gully Brook, it consists of sets of interconnected buildings or structures, all of which are contributing resources. The complex presently consists of 13 buildings but historically had 18-20. While many of the resources found in other complexes are attached or

connected to adjoining resources, the extent of which is present at the Bleachery surpasses all others. The Bleachery was also constructed in a way that allowed for a rail spur to enter at the southeast corner, travel east, turn to the north and then to the northwest, creating a U shape. The rail spur was used to deliver and pick up materials for processing and delivery. From the Bleachery, materials would be delivered directly to customers. Within the U, the grade of the parcel decreases and descends to access the interior placed buildings. All buildings are placed within the horseshoe formation with the exception of the Sheet Factory and Building No. 21. Four buildings (Building No. 11, Building No. 8, Building No. 9, and Building No. 3) have been completely encompassed by later construction and additions. Currently the complex is being used for manufacturing, wholesale, or commercial buildings. There are a few buildings, particularly the boiler house and storehouses that are currently vacant.

48. Building No. 16, ca. 1870 **3 Contributing Buildings**
49. Building No. 1, 1876
50. Building No. 20, 1911

These attached buildings face west, fronting Lisbon Street at a length of approximately 500'. The connected Building No. 16 and Building No. 1 sit at grade while Building No. 20 has a full story that is below road grade. Building No. 16 is defined by projections at the northern and southern end. Three bays in width, these projections have segmented arch windows that are placed within recessed panels that are created by the engaged pilasters that support the building. A minimal parapet extends above the lowly pitched roof of the main block. The main block of the structure is twelve bays long with simple, square windows sitting in the recessed space the pilasters create. Visible below the first story windows are arch bays. They have since been filled in and supported by straight granite lintels. Signs advertising the current commercial tenants have been placed in some bays. Centered on the pilaster are wood brackets that appear to be the ends of load bearing beams that extend through the heavy brick walls.

Attached at the south, Building No. 20 is approximately the same size of Building No.16 though different in its massing. It is anchored by an asymmetrically placed projection, four bays wide, and one bay deep. All windows on this building are segmented arches. The same brackets that are present on the dye house appear under the roof eave.

The southeastern end of these two buildings is seven bays deep. All bays of the first story have been significantly altered since the end of the period of significance. The most substantial change has been at the fifth bay, which has been partially filled in with brick for its entire height. A near full width loading dock sits directly below the sill of the bays, some of which are doors. On the second story, a loading door sits below the other bays and a cast iron beam and hook extends though the masonry at the frieze.

At this corner, the grade of the parcel sinks approximately 10'. As with the front of the building, a full story is seen below grade, however because of a significant grade change for the entire complex parcel, this story is accessible. The former yard now serves as a parking lot for all of the various commercial enterprises based out of the former bleachery.

51. No. 15 Boiler House, 1880 **1 Contributing Building**
52. Smoke Stack, c. 1895 **1 Contributing Structure**

Directly south of No. 26 Dye House and Building is the two-story boiler plant with attached five story smoke stack. Ten bays wide by four bays deep, this southwestern facing building is one of two freestanding buildings. The vertical thrust of the smoke stack makes it one of the dominating features of the bleachery, particularly when observed from the southeast. Unlike the smokestacks at other complexes, it does not have the same vertical presence because of its heavy, squat, and thick construction. Sitting on a granite foundation with segmented arch bays, the boiler house is surmounted by low-pitched roof and the gable ends are obscured by parapets on each end. Two metal chimney pipes extend through the roof. Attached at the northeast façade is a one-story addition that has no visible windows or doors. Here, the bays of the façade of the original building have been filled in with brick.

53. Dye House (Building No. 26) **2 Contributing Buildings**
54. Finished Goods Warehouse (Building No. 23), by 1910
35 Adams Street

In the northeastern corner of the parcel sits the Dye House and the Finished Goods Warehouse. Attached lengthwise, the two buildings are tucked into a corner in which the grade of the parcel rises approximately 10'. The Finished Goods

Warehouse was an addition to the southwest façade of the warehouse circa 1930. The warehouse, constructed of brick, is 7 bays wide and approximately 21 bays deep. Filled in the Engaged Pilaster style commonly found throughout the district, segmented arch bays sit within the recesses that are created by the pilasters. As with the Boiler House, the Dye House is surmounted by a low-pitched gable roof with parapets present on the gable ends. Attached to the northeast is a modern shed addition with large loading door at the northwest. It is assumed that this door was added to offset that access limited by the addition of the warehouse at the southwest.

The Finished Goods Warehouse was added circa 1930. Its foundation is a combination of concrete slab foundation with approximately 8' of CMU above. The upper half of the walls are covered in vertical sheathing that has been painted white. Historical bays that have been filled in are present. The southwestern and northwestern facades are dominated by massive garage doors that allow heavy equipment to access the interior of the building. The building is surmounted by an offset gabled roof that directly abuts the Dye House.

55. Box Shop (Building No. 28), ca. 1910 **1 Contributing Building**

The box shop, circa 1910, sits to the northwest of the Finished Goods Warehouse; approximately 25' separate the two buildings. Orientated to face southeast, this rectangular building is historically eleven bays wide by six bays deep. The foundation has been obscured by years of surface build up though it is assumed to be poured concrete slab. All window bays have been filled in with ply board. Sheathed with clapboard, it is the only fully non-masonry constructed building in the complex. A rectangular addition is attached to the northwest façade increasing the main block's area by approximately one third. It is surmounted by a gabled roof. The building's current use is unknown.

56. Sheet Factory (Building No. 30), 1929 **1 Contributing Building**

One of the four buildings that anchor the complex, this brick, 24-bay long and 4-bay (irregularly placed) wide factory sits at the north of the parcel. It is attached to Building No. 21 at the southwest. Constructed of brick on a poured concrete foundation, the building is banked to the northwest with the southwest foundation exhibiting a partial daylight basement. The northeastern façade is devoid of any historic appearance with significant changes in fenestration, including the filling in of the large rectangular window bays. Sheathing is vinyl. It is surmounted by a flat roof with parapets on the northwest and southeast sides.

The rear of the building is exact to the front with the exception of two added blocks to the mass and the application of a pediment façade that marks the entrance for the North Atlantic Regional School at the northeastern corner of the building. The pilasters, which sit directly on the concrete foundation (that has been painted red) have been covered with cream-colored vinyl treated to resemble fluting and are topped with Doric capitals. The historic bays have been filled in and painted pink. The pediment, which sits directly atop the capitals, breaks up the length of the upper story bays. In the center bay, below the pediment an added fixed eight-pane window. The peak of the pediment meets the top of the parapet. To the southwest of this façade is a one story, one bay wide, one bay deep shed addition attached to the valley that is created by the two-story elevator shaft projection.

57. Building No. 21, ca. 1876 **1 Contributing Building**

One of the original buildings in the complex it is in front of the Sheet Factory which was constructed to the rear of Building No. 21. Built circa 1876, the character defining feature of this building is the "Lewiston Bleachery & Dye Works" painted on the west façade, the Classical Revival front, and the paned windows.

Approximately 25 bays in length, along with the Sheet factory, this building extends north on Adams Street a length of approximately 700'. Filled in the Engaged Pilaster style, it sits on an assumed granite foundation that is topped by brick that is then delineated at the water table with a stringcourse. Within every other recessed panel are two windows, one in each story. The first floor exhibits are twelve- over twelve- segmented arch paned sashes windows while the upper story exhibit twelve- over twelve- square paned sashes. The segmented arch window on each story is defined by a brick window hood with a brick serving as a decorative keystone. Roughly centered on the façade and placed between the two windows are painted letters that spell out "Lewiston Bleachery & Dye Works."

Unlike the other mill complexes, the capitals present on Building No. 21 curve out over the recessed panel harkening the Ionic, rather than Doric order. Centered above the pilasters are heavy, singular, timber brackets that support a low

pitched gable roof with eaves that minimally extend over the building. Visually, the extension is restrained due to the heavy fascia of the eave.

The front entrance of the building is treated with simple transitional Italianate and Classical Revival details. Present in each window bay are the same twelve- over twelve- pane sash windows. The façade is symmetrical with the first floor dominated by a pedimented porch with paired columns and rounded pilasters. Sidelights and fanlights are present next to and over the wood-paneled door. The southeast façade is treated the same as the northwestern façade with the exception that it has no painted lettering.

58. Finished Goods Warehouse (Building No. 22), ca. 1889 1 Contributing Building

This four-story warehouse, while large, is tucked in between the length of the Sheet Factory and Building No. 21 and behind a block that has been created by the attachment of buildings to the rear of Building No. 3. The length of space created by these formations is quite narrow, no more than 30'. Historically, this space served as the terminus of a horseshoe shaped railroad spur that rounded at the rear of the parcel and entered and exited the site at the southeast corner.

The brick building sits on a granite foundation with a small grade change from northwest to southeast resulting in a partial daylight basement. The southeast and northwest facades are nearly exact with eight- over eight- casement or fixed paned-segmented arch clerestory windows. Sills are narrow rusticated granite. The substantial difference in facades is that the northwest façade has a row of four regularly placed doors under the clerestory windows. At the northwestern corner, a large loading door that is the same height of the clerestory windows is present. It is supported by a cast iron beam. Presumably, this door was used to load finished goods onto the trains. The building is surmounted by a low-pitched gable roof with parapets at the gable ends. Visible metal chimneys and vents extend through the roof.

59. Machine and Carpentry Shop (Building No. 14), ca. 1889 1 Contributing Building

Attached to the Finished Goods Storehouse (Building 22) by an elevated walkway, the Machine and Carpentry Shop faces west. It is three stories in height, five bays wide and twelve bays in length and sits on a granite foundation. The bay configuration on the southeast façade is asymmetrical, both vertically and horizontally. Because the rear of the building is at a lower grade than the front, different fenestration patterns were used, though all bays are segmented arches. At the south corner, the first bays on the first and third stories were historically two, six- over six- over six casement panels that open out, identical to what is seen at the first bay near the front façade. Above this bay is a smaller window that at one point had two six- over six- casement windows exact to what is seen at the rear first floor bays. It is presumed these windows are not what were present originally because there is evidence of the bays having been filled in prior to this installation. The first bay of the third story shares the same dimensions as the first story bay.

The remainder of the bays exhibit a pattern of the smaller window present on the first story, with the two larger bays present on the second and third story. The front façade is asymmetrical with the southwestern corner exhibiting the same fenestration pattern of the southwest corner of the southeast façade. The historic door has been replaced by a modern aluminum door and frame with a wooden entrance way and rail extending out from the building. Above the entrance, a faint "14" is seen, a remainder of the historic identification system. Iron frame work that supported steam pipes from the nearby Boiler Plant are present, only one pipe though currently spans the distance between the two buildings.

60. Building No. 11 and Addition, 1881, alteration 1970 1 Contributing Building

This one story brick building sits in the valley created by Building No. 20 and Building No. 10. The main block of this structure was constructed for use as a wheelhouse, and later adapted for use as an engine room. An addition at the southeast was added 1970. The one story structure is 4 bays wide; three are segmented arch windows that have been filled in. The fourth is a large loading door at the southeast corner. It sits on a granite and concrete foundation and is surmounted by a shed roof, covered in asphalt shingles.

61. Building No. 10 and Addition, 1874 1 Contributing Building

Originally built as a dye house, this one story building has also been used as a can drying facility and fabric folding. Built in the Engaged Pilaster style, it is far simpler than others of the same type. Its construction fully enclosed buildings at the northwest. The southeast façade shows four bays, two of which are modern replacement doors and three are historic

windows, one of which has been filled in. Currently the roof is flat, though it is believed that historically this building had a roof with eaves that matched the roof type and styling (heavy eave and molded cornice) of other buildings of the Engaged Pilaster style.

62. Building No. 8, 1870 **3 Contributing Buildings**
63. Building No. 9, 1885
64. Building No. 3, 1888

Originally attached to the rear of Building No. 1, these building have been surrounded by Buildings Nos. 10, 2, 4, 7, 19 and 6. Only a partial amount of the upper story at the southeast is visible and it indicates the Engaged Pilaster style. Amos Lockwood designed Building 8, which was historically used for starching and can drying while Building No. 3 was historically used as a Kier Room.

65. Building No. 2, 1899 **5 Contributing Buildings**
66. Building No. 4, 1899,
67. Building No. 7, 1900,
68. Building No. 19, 1905
69. Building No. 6, ca. 1900

As some of the earliest buildings on the parcel, these five connected buildings have seen a variety of uses though historically they were used for washing, stitching, singeing, packing and shipping. Built in the Engaged Pilaster style, they are virtually indistinguishable from one another. The northwest and northeast facades are the only exposed facades. The northeast exhibits square bays are topped with heavy granite lintels and granite sills and are only present from the second story up. All bays on the rear have been filled in with CMU. The northwest façade faces where the railroad spur ended within the parcel. The building's length of approximately 60' is marked by the elevated walkways at each end that connect to Building No. 21.

70. Filter House, 1923, alterations ca. 1970 **1 Non-Contributing Building**
677 Lisbon Street
Map 197, lot 42

Currently being used as a garage, this building is so heavily altered it is difficult to ascertain what aspects of it are original and what are new. Located on the south side of Lisbon Street it is near the Gully Brook. One and one half story in height, it has irregularly placed large garage doors on both the northeast and southeast facades. "L" shaped in massing, aerial photos show that a monitor is present, perhaps used historically for venting. Architectural historian Christopher Closs noted in a 1993 survey that the filter cisterns in the floor had been filled by circa 1970. Otherwise, the building is nondescript and unremarkable.

Lewiston Machine Company
2-22 West Bates Street
Map 206, lot 5

The Lewiston Machine Company, bounded by the Androscoggin River, Summer, West Bates and Middle streets, anchors the north of the district. It consists of six buildings that have been connected resulting in a compound massing and with five contributing resources. The earliest constructed building is the Foundry and Machine Shop, a Greek Revival, T-plan structure. It is more than 15 bays wide and is orientated northeasterly. A later addition to the foundry extends to the southeast accentuating the T form. Extending from the southern block of the original construction is the boiler house and company office. The form of the northern block has been diminished by the large infill that has created massing roughly square in shape. This infill consists of a non-contributing warehouse and a contributing erecting shop. A pattern store house is attached directly adjacent to the southeast of the store house. The buildings are bordered by Middle and West Bates streets to the southeast and northeast. Summer Street serves as the complex's northwest boundary and there is a large parking lot to the south west. Currently the buildings are being used as a retail and storage space for Redlon & Johnson, a plumbing and HVAC supply company.

71. Foundry and Machine Shop, 1853 **1 Contributing Building**

This building is constructed of brick using load bearing engaged pilasters that start approximately 2' from the ground and extend to the lintels of the upper story windows. At some point in the last ten years, the entire building has been painted, obscuring the surface condition of the original brick and granite. The complex is one of the best examples of Greek Revival architecture in an industrial context in Maine. T-shaped in plan, the building exhibits excellent symmetry as expected with Greek Revival styling. There is one entrance to this building at the northeast elevation with another entrance located on the gable end. This northeast façade is dominated by a centered five bay pedimented projection creating a cross-gable roof for the shop.

The cross gable pediment is simply adorned with a heavy dentiliculated cornice and eave. The pilasters in the cross gable are not load bearing and are topped by simple granite capitals that also serve as cornice returns. Otherwise, they are nearly identical in appearance to the simple Doric engaged pilasters seen in the rest of the complex. Presently, much of the front pediment façade is obscured by vegetation. On each side of the cross gable there are ten bays in each of two stories. Each window on the first story is surmounted by a granite lintel with a smaller granite sill. However, on the second story, the bays are also defined by a dentil course that spans the entire distance between the engaged pilasters.

The six-bay southwest gable end is dominated by overgrown vegetation that obscures the first story and a large centered delivery door that spans two bays on the second floor. The raking cornice and eave again are highlighted by simple dentil course. In the pediment, a round window has been built in by what appears to be plywood. As with the southeast façade all windows have been filled in. The two end pilasters are marked by brick cornice returns. The dentil course on the upper story windows spans two bays somewhat obscuring the top of the center pilasters. The delivery door has a heavy granite lintel to support the load; there is no dentil course. The bays exhibit the same treatment as the northeast façade. Best seen at the southeast corner, a large cupola rises from the ridgeline. Approximately two stories high, it has a low-pitched gable side roof currently sheathed in vinyl.

Much of the southwest façade is either broken up or obscured by the attached Company Office, Boiler House, and post-1957 infill. A six-bay, two story extension juts perpendicularly to the southwest from the main block of the structure. A four story, square, tapered smoke stack sits in the valley of the two blocks. The extension exhibits the same design principles as the rest of the building. Presently there are two similarly sized windows in the pediment. However, there has been a further extension from this end though only two stories in height, obscuring the lower two stories at the gable end.

72. Company Office, 1853 **1 Contributing Building**

This one story Greek Revival building is attached to the southwest corner of the Foundry and Machine Shop. It is surmounted by a low-pitched gable roof. At some point in the 20th century the original building was added onto, extending it an additional approximate 15' southwest. This addition was constructed of CMU in the vernacular style.

The southeast facade, though currently heavily obscured by vegetation looks to be four bays wide including a full-length bay window where the original building and addition meet. The original block is assumed to be constructed of brick though it is currently sheathed in novelty asphalt shingles. The three bays at the northwest façade have been filled in by CMU; however, the concrete sills are extant.

The northwest façade is six bays wide, placed in an irregular fashion. Four bays have been filled in from the interior and the original one-over-one sash frames are still visible. The fifth and six bays at the northeast facade are small windows in the upper part of the story and appear to be filled in with plywood. The foundation of the older structure is concrete, while CMU is the foundation for the addition.

73. Boiler House, 1853 **1 Contributing Building**

Surmounted by low-pitched gable roof, this two-story square structure is attached to the northwest façade of the foundry and machine shop building extending approximate 50' northwest. The building is square in plan, with four regularly spaced bays on all exposed façades. It exhibits Greek Revival limited to a corbelled eave. Engaged pilasters run directly from the foundation to the cornice. Currently the foundation is obscured by many layers of asphalt applied to the ground immediately adjacent to the building, to the cornice. The rest of the original buildings in the complex have granite foundations, therefore it is assumed that the Boiler House does as well.

All bays have been filled in by either approximately 30 CMUs or plywood. The second bay on the second story of the southwest façade is larger than the others on the same facade, presumably built to serve as a delivery door. While the first story's windows have granite lintels and sills, only granite sills are extant on the second story, with the exception of

the delivery door which has a heavy granite lintel. The northwest façade is five bays wide, and the pilasters are placed closer together than the pilasters at the northeast and southeast facades.

Centered on the first floor is an entry door and to the south are two narrow, tall windows that have been filled in by CMU. The area north of the door has been partially obscured by vegetation, however it seems as though a pilaster has been removed to make a larger bays on both the first and second story which have since been closed in by CMU and plywood. The northeast façade is not accessible, though it is assumed to appear much like the southwest façade.

74. Pattern Storehouse, 1866 **1 Contributing Building**

Historically freestanding, this largely unaltered gable front building faces southeast and is now attached to the Hall and Knight Warehouse. The brick building is three stories high, ten bays wide, and three bays deep. The window bays are regularly spaced on each façade with heavy granite lintels and more diminutive granite sills. A large granite lintel is seen at the southern corner indicating a historic doorway where materials entered and left the storehouse. Currently the windows are one- over- one sash windows; the historic appearance of the windows is unknown.

Built banked into a slight hillside, it is supported by a granite foundation that is presently obscured by the many levels of paving that have occurred. A one story, two bay garage with shed roof is attached at the rear. It faces southwest. A large cupola sits atop the low-pitched gable roof. The cupola and cornice are both currently sheathed in vinyl.

75. Hall and Knight Warehouse, 1957 **1 Non-Contributing Building**

Built circa 1957, this three-story non-contributing resource is constructed of CMU. It is surmounted by a flat roof with a poured concrete foundation. From the street level it is hard to discern the size of the building as very little of the structure is exposed. Aerial imagery shows that this building increases the massing of the complex between two and three fold. At the northeast façade on Bates Street the building is one bay wide and set back from the adjoining Foundry and Erecting Shop. Vegetation obscures most of the façade; however some CMU is present as a well as the cornice of the flat roof. At the west, there are two garage bays present where the warehouse joins perpendicularly to the Pattern Storehouse and parallel to the main block. Above each garage bay is a single pane, modern transom light.

76. Erecting Shop, c. 1875-1886, alterations by 1957 **1 Contributing Building**

This two-story building is obscured at the southwest and northwest facades by the Hall and Knight Warehouse and an addition that post-dates the period of significance. The front façade faces northeast and is five bays wide under a low pitched roof. Here the first story is dominated by a large loading door flanked on each side by two symmetrically placed window bays. The upper story has undergone some changes in fenestration at the northern bays where the historic windows have been replaced by four smaller windows. All windows, but one, have been filled in by wood, metal or asphalt sheathing. The entire façade is exposed brick.

The first floor of the southwest façade has been obscured by the addition of a one story rectangular massed addition constructed of CMU. It is two bays wide by six bays long and runs the near full length of the erecting shop. The upper two stories of the erecting shop are sheathed in vinyl sheathing at this façade along with the upper story of the rear elevation.

The rear elevation has been obscured by a full length poured concrete and CMU loading dock with three bays. It faces southwest and is surmounted by a standing seam shed roof.

Bates Mill Complex[6]
Listed 12/15/2010 (NR #10001036)
Street addresses as noted.

The Bates Mill complex is located south of the head of the Upper Canal with Mill No. 5 anchoring the complex at the corner of Main and the Upper Canal. The complex is bounded by Lincoln and Main streets to the west and north and by the Upper Canal and Chestnut Street to the east and south, respectively. Sixteen contributing resources and eight non-contributing resources are massed in a way that a trapezoidal shape that pivots north on an axis created by Cross Canal No. 1 which flows between mills No. 5 and Mill No. 2. The oldest mills are located south of Cross Canal No. 1

[6] Descriptions of the Bates Mill Complex are taken directly from the "Bates Mill Historic District" Nomination by Scott Hanson and Melanie Smith, 2010.

and are linearly aligned along the canal. Buildings extend to the rear roughly west from each end of the fronting buildings and connect to additional buildings, each parallel to Mill No. 2 and Mill No. 1 (those fronting the canal), creating a rectangle with an interior yard. A former spur of the Maine Central Rail Road, originally used to transport raw and finished materials to and from the Bates complex, bisected the complex where Mill Street is now located. Mill No. 6 and additional resources are located parallel to the west of Mill Street. The complex is bounded at the west and south by Lincoln and Chestnut streets, respectively. The complex formerly produced cotton textile and is currently occupied by a mix of commercial, medical, and private entities as well as some residential units. The Bates Mill complex received federal and state tax credits for the rehabilitation and redevelopment of the site. Redevelopment is ongoing.

77. Mill No. 1, 1850-52, Alterations, ca. 1880, 1882, 1920, ca. 1970. (1 Contributing Building)
36 Chestnut Street
Map 208, lot 159

Mill No. 1 is a five-story rectangular brick building approximately 285' long and 100' wide. The first of the buildings to be constructed, it is located at the northeast corner of the portion of the complex south of the cross-canal and faces east on the main canal and Canal Street. The roof is a low-slope asphalt roof. Built as early slow-burning construction, the remaining original exterior walls are brick with engaged pilasters and the floors and roof are heavy timber frame. The foundation of the original portion of the building is granite. The foundation is concrete at the east side of the building, which was expanded in the early twentieth century. A brick stair tower is centered on the rear of the building. The building has been enlarged and altered in multiple phases but retains the historic character of the mill typical of the original buildings.

The east facade, erected in 1920, is constructed of reinforced concrete pilasters and beams. Only four stories are visible on this side because the grade has been raised to the elevation of the canal bank to create parking, burying the first story of this elevation. With an overall facade width of forty-two bays, the portion constructed in reinforced concrete is divided into three sections by bays that extend above the roof to form engaged pilasters with nine, twelve, and ten bays between them, respectively. Nearly every other bay is filled with concrete block added in the 1970s as an energy-saving measure. The remaining bays have a pair of nine-over-nine aluminum double-hung sash with nine-light transoms installed in 1994. Three of the first floor bays have been altered with aluminum storefront entrances. The northeast stair tower is two bays and has brick exterior walls with engaged brick pilasters. The last six bays on the north end are part of an addition to the mill that was constructed sometime between 1877 and 1900 and is set back from the plane of the 1920 facade. Six bays long and six bays deep, this section has a low-slope gable roof and brick engaged pilaster exterior walls. The north wall is angled to align with the cross-canal. A ca. 1877 illustration from a Barlow Insurance Survey shows a one-story building with shed roof at this location over the water power machinery for Mill No. 1.

The west elevation of Mill No. 1 is brick with engaged pilasters and represents the appearance of the original facade on the east as well. All masonry openings in the west and north elevations have rock-face granite sills and lintels. Approximately half of the openings are filled in with concrete block or covered with plywood. Windows are mostly twelve-over-twelve, with both aluminum replacement and historic sash extant. Above the fifth floor windows on the west elevation, the brick is corbelled two courses to create a continuous frieze and the eave has Italianate detailing with scrolled ends of the exposed wood rafter tails. Centered at the rear of Mill No. 1 is a stair tower with engaged brick pilasters, two bays wide and seven stories tall with a hipped asphalt roof. The upper two stories are shorter than the rest and have a single twelve-light sash in each bay. The demolition of Mill No. 4 exposed five end bays of the Mill No. 1 adjacent to Mill No. 1 Wing . On this side, all but one window is boarded over or filled by brick. The second and third floor openings have brick infill, and the fourth and fifth floor openings are covered with plywood. The exposed brick of the lower three floors is painted white and was once part of the interior of the bleachery.

The north elevation faces the cross-canal and has six bays. The openings all have rock-face granite lintels and sills. There is a combination of original wood and replacement aluminum twelve-over-twelve sash in the openings. The elevated walkway from Mill No. 5 intersects the fifth bay on the second and third floors. The granite foundation wall is exposed to the canal forming the south side of the channel. The dam of the cross-canal is located off the north side of the building.

Mill No. 1 has timber framing typical of early slow-burning mill construction. The double timber floor girders are supported by round timber columns with cast iron capitals and bearing plates. Wide wood plank flooring spans the girders and is topped with wood finish flooring. The interior plan of Mill No. 1 is open on all five floors. At the northeast comer, a portion of the first floor is raised approximately four' for the length of 128'. The edge of the raised floor is aligned with the original location of the east facade of Mill No. 1. The raised floor area is one bay wide and has round wood columns placed at the edge of the floor in line with the original exterior wall. The raised floor is part of filtration plant which is visible from inside the mill but not

from the exterior, as it is below grade. The filtration plant is separated from the raised floor of Mill No. 1 by exposed brick walls between concrete piers with fixed wood sash on concrete sills.

Mill No. 1 Wing is accessible from the northwest end of the mill on the second, third, and fourth floors. The Connector building between Mills No. 1 and No. 2 is accessible from all levels. Two original bridges connected Mill No. 1 to Mill No. 3, but both have been removed.

Mill No. 1 has sustained many alterations over time. When it was constructed in 1850-52, Mill No. 1 was a free standing structure. Attached at the northwest corner was the "picker house" or Mill No. 1 Wing, built concurrently with Mill No. 1.

Mill No. 1 Storehouse was built a short time later and was attached to the wing. In 1882, the original gable roof was raised as a fire-proofing measure while also creating the fifth usable floor of the building. Originally only fifty-six' deep, Mill No. 1 was expanded in 1920. The center stair tower was removed and the facade pushed forward towards the canal an additional thirty-eight'. Prior to this time, in 1916, the Connector Building between Mill No. 1 and Mill No. 2 was constructed, its center clock and bell tower were added ca. 1920. The filtration plant was excavated and constructed in 1915. The mill's machine shop is largely intact in the first story of Mill No. 1, with tools and machinery dating from the nineteenth and twentieth centuries. On the second story of the ca. 1880 "annex" addition to the north end of the building, the mill's laboratory is largely intact. The disassembled pieces of the Colonial Revival style wood balcony that was located over the main entrance of the demolished Office Building is stored here as well2

78. Connector Building, 1916, Tower, ca. 1920 **(1 Contributing Building)**
25 Canal Street
Map 208, lot 83

The Connector Building was constructed to connect Mills No. 1 and No. 2 in 1916. The connector was filled in the location of the original boiler house. Infill between the two mills, the Connector is a five-story rectangular brick building with eleven-bay facade and center tower that rises two stories above the building. The tower and parapet were not added until 1920, after the Connector had been complete for several years. Like the east expansion of Mills No. 1 and No. 2, the foundation of the Connector is concrete. The interior framing and floor system are heavy timber. The roof is a low-slope asphalt roof. The facade faces east onto the upper canal and Canal Street. In contrast to the facades of Mills No. 1 and No. 2, the Connector is brick with engaged pilasters. At the center five bays, the parapet steps up to a triangular pediment with cast stone coping, Small recessed panels are located in the brick parapet above each bay. The clock is centered below the pediment and has a cast stone surround with keystones at each quadrant of the circle. On each side of the clock is a cast stone tablet with dates cast into them - 1852 for the founding of the mill and 1920 for the construction of the tower. The brick is crenellated below the top of the tower and there are three arch openings in each side of the tower with granite sills. The corners of the tower have brick buttresses. The open belfry once held the bell which is now located at the northeast corner of the mill complex. The new tower provided vertical circulation at the center of the long east-side facade.

All windows on the front and rear facades have granite lintels and sills. The east facade of the building appears as a four-story building because the first floor windows are now below grade due to changes in elevation of the grade between the building and the canal over time. The fourth floor windows of the east facade are fifteen-over-fifteen double-hung aluminum sash with fifteen-light transoms; the third floor windows are twenty-over-twenty aluminum double-hung sash; the second floor windows are twenty-over-fifteen aluminum double-hung sash except for the middle bay which is twelve-over-twelve; and the first floor (ground level on the east facade) has two twenty-over-fifteen aluminum double-hung sash and in two bays and one twelve-over-twelve window in the middle bays. The four bays on each end have been altered to create brick piers below the granite lintel with a new recessed aluminum storefront entrance. Originally, the first, second, and third stories had twenty-over-fifteen double hung windows, and fifteen-over-fifteen double-hung sash on the fourth floor.

Although the west elevation is continuous across Mill No. 1, the Connector, and Mill No. 2, the Connector is evident by the change in materials (concrete to brick) and the variation of window height from the adjacent two buildings. On the west elevation, the first bay of the connector is wider than the rest. The following ten bays have twenty-over-fifteen double-hung sash on the second and third floors with fifteen-over-fifteen double-hung sash above on the fourth floor. These are a combination of historic and aluminum replacement sash. The first three and last three bays have been modified on the first floor by removing the sill and brick below the window to create brick piers. A new recessed aluminum storefront entrance has been added behind the piers at both ends of the connector.

The Connector is approximately 60' wide by 90' deep. The interior is in process of rehabilitation and will function as the main entrance to the mill complex from downtown. The middle three internal bays have been opened up from the first to second floors to create a new grand staircase. New two-story high metal columns have been added between the new stairs to support the third floor. The remaining original wood columns, beams, and ceiling are intact and have been stripped and refinished with a clear coat. The brick walls are exposed, on the north wall of the connector, the original window openings of Mill No. 1 are visible, but were bricked in when the tower connector was constructed. An aluminum storefront wall is set back from the plane of the west wall of the building to create a protected entrance. New building systems including sprinklers and ductwork have been installed and left exposed to maintain the industrial character of the building.

79. Mill No. 2, 1854, Alterations, 1882, 1920, 1924, ca. 1970 **(1 Contributing Building)**
25 Canal Street
Map 208, lot 83

Mill No. 2 was constructed several years after Mill No. 1 but was essentially a replica of the former. Also fronting the upper canal, Mill No. 2 is situated at the southeast corner of the mill complex and the south side faces Chestnut Street. Five stories high with a combination of low-pitch gable and valley roof, the original exterior walls are brick and interior is heavy timber frame and floor system. Similar to Mill No. 1, the foundation is a combination of granite and concrete, the roof was raised in 1882, and the east facade was replaced when the mill was enlarged in 1920.

The east facade is constructed of reinforced concrete with engaged pilasters as seen in Mill No. 1, and is forty bays wide. Many of the openings were filled in with concrete block in the 1970s, some of which received replacement windows in 1994. Every other bay on the second, third, and fourth floors has a pair of aluminum nine-over-nine double-hung windows with nine-light transoms. At the southeast corner, the end bay (stair tower) is brick with plain engaged pilasters and projects beyond the plane of the facade. Each floor of the stair tower has a large opening with rock-face granite lintel and sill except for the first floor in which the sill has been removed and double aluminum storefront doors with transom have been installed in the masonry opening. The upper floors have aluminum storefront windows with the design of the frame mimicking the pair of windows and transoms in other bays on the facade. The second bay is also brick and has a single nine-over-nine aluminum double-hung window with nine-light transom in each masonry opening between the rock-face granite sill and lintel. The first floor opening has been altered with a steel lintel below the original granite, spanning a double aluminum storefront window, with brick infill below.

The south elevation is brick with engaged plain pilasters creating asymmetrical bays. From west to east, the first two bays have nearly square masonry openings with a pair of aluminum double-hung six-over-six windows on the second, third, fourth, and fifth floors. Partially below grade, openings in the first floor have a pair of six-light fixed aluminum windows. The third bay, centered between two pilasters, contains a pair of nine-over-nine sash with nine-light transoms in the opening on each floor. The last three bays are narrower than the center bay. On each floor, two of the openings have a single nine-over-nine double-hung sash with nine-light transom and an opening that is filled in with brick. All lintels and sills are rock-face granite.

The west elevation is similar to that of Mill No. 1 , and also represents the appearance of the original east facade for Mill No. 2, approximately every other bay is boarded over or has concrete block fill. Windows are either aluminum replacement or original wood twelve-over-twelve sash. The brick stair tower is roughly centered on the rear (west) of the building. At each floor of the original tower is a large bay with double fixed wood panels to resemble doors with upper glass light and three lower panels. The original brick crenellation still remains at the top of the stair tower. A brick six-story dust collector with engaged brick pilasters was added south of the tower by 1924 and rises just above the stair tower. Another four-story brick dust collector addition on the north end of the tower was added later in the twentieth century. The north side of the dust collector has large masonry openings spanned with steel lintels at each floor that were bricked in at a later date.

Mill No. 2 is connected to Mill No. 2 Wing at the southwest corner of the building with the same configuration of Mill No. 1 and its wing and storehouse. Mills No. 1 and No. 2 were joined in 1916 with the brick connector building that remains today.

Typical of early slow-burning mill construction, the structural system is comprised of heavy timber posts and double beam timber floor girders with plank flooring over the girders and topped with hardwood finish flooring. In Mill No. 2, the columns are round and have a cast iron capital with bearing plate. The layout is an open floor plan and is divided lengthwise into two large spaces on the third and fourth floors. The stair tower at the southeast corner of the building was constructed at the same the width of the mill was expanded easterly toward the canal. A nineteenth century cast iron spiral staircase remains in Mill

No. 2, connecting the first and second stories. This is reportedly the last of a number of these staircases within the complex. Others have been disassembled and stored on-site.

80. Mill No. 2 Wing, 1854. Alterations, 2006-07 **(1 Contributing Building)**
25 Canal Street
Map 208, lot 83

Mill No. 2 Wing, the "picker house", was constructed at the same time as Mill No. 2 in 1854. The building is attached to the southwest corner of Mill No. 2 and the facade fronts Chestnut Street to the south. Mill No. 2 Wing is a four-story rectangular building with low-pitch gable roof and brick engaged pilaster exterior walls. The brick is corbelled to create a continuous frieze just below the roof and the exposed rafter tails are scrolled and capped with a wood cornice.

The south facade is twelve bays on the second, third, and fourth floors. All window openings have rock-face granite lintels and sills and replacement aluminum six-over-six sash. On the first floor, the first bay is a large brick arch opening, with granite keystone, that continues through the building to the mill yard behind Mill No. 2, which is currently a plaza with outdoor seating. Multi-light aluminum and glass storefront has been installed in the opening at both ends of the building. Other first floor bays are either aluminum replacement windows similar to the upper floors or window openings altered into new aluminum storefront entrances.

The north elevation has eight bays west of the stair tower and a single bay east of the tower. The majority of openings have six-over-six aluminum double-hung sash with rock-face granite lintels and sills. The brick tower near the northeast corner is five stories tall with a single arch opening that has been filled in with brick. Painted on the brick wall at the base of the tower is a sign that says, "DANGER SLOW BLOW HORN," retained from when the now demolished Mill No. 3 Annex formed a narrow alley between itself and Mill No. 2 at this corner.

Modern alterations include the removal of the third, fourth, and fifth bays and engaged brick pilasters on the fourth floor. A pair of twenty-light fixed aluminum windows and modern brick infill has been installed in the enlarged opening. The fourth bay on the second floor is an arch opening with lower head height than the rest of the windows on this floor which has been filled in with brick. The first floor arch opening was originally a narrow alley that connected Chestnut Street to the mill yard behind the building. When Mill No. 3 Annex was expanded to its final configuration prior to demolition, it obscured direct passage from the alley to the mill yard and created a narrow alley with two ninety-degree turns in a small space.

Mill No. 2 wing is approximately 60' wide by 100' long. The stair is located at the east end where it is attached to Mill No. 2 . The floor plan is open on all floors. The building has been renovated and currently the first floor contains a restaurant. Upper floors are office space.

81. Mill No. 2 Storehouse, 1854, Alterations, 2001-02, 2006-07 **(1 Contributing Building)**
150 Mill Street
Map 208, lot 160

Mill No. 2 Storehouse is a rectangular brick four-story building constructed in 1854 to store raw cotton. The building is located at the corner of Chestnut and Mill Streets and is attached to the west end of Mill No. 2 Wing . The roof is a low-pitch gable running north to south. Approximately 100' long by 50' wide, the exterior walls are engaged brick pilasters. The brick is corbelled to create a continuous frieze and cornice at the roof and the out-lookers are scrolled with an applied wood cornice.

The west facade is eleven bays wide. All window openings have rock-face granite sills and lintels and aluminum replacement six-over-six sash. The third and fourth floors have windows in each of the eleven bays, the second floor has ten windows, missing the middle bay, and the first floor has windows in the first four bays and the seventh and eighth bays. The fifth window bay on the first floor has been altered to create an aluminum storefront entrance with concrete landing and stairs with brick cheek wall. A flat metal awning over the new entrance is supported by steel channels and columns.

The south elevation faces Chestnut Street and is four bays and the second, third, and fourth floor window openings have granite lintels and sills. The first floor has three large cargo/loading dock openings spanned by steel lintels probably added in the late nineteenth or early twentieth century. The openings have been filled with aluminum storefront windows sitting on a concrete foundation wall. The east elevation extends three bays beyond Mill No. 2 Wing. The windows are six-over-six

aluminum replacement sash. At the first two floors, the outline of the end of the former Mill No. 3 Annex is visible on the brick exterior. Mill No. 3 Annex was demolished in 2001-02.

The most significant modern alteration to Mill No. 2 Storehouse is the reconstruction of the north elevation that occurred after the demolition of Mill No. 3 Annex. Built with brick and engaged pilasters, the elevation is divided into two sections with a narrower brick engaged pilaster with a single bay east of the pilaster, and four bays on the west side. All five bays on the second, third, and fourth floor have modern six-over-six aluminum double-hung sash. Four bays on the first floor have the same configuration and the other end bay is an aluminum storefront entrance with double doors, sidelights, and transom. All windows on this elevation have brick soldier course lintels and sloped soldier course sills that are flush with the plane of the wall. A thin, flat canopy supported by steel tees is mounted above the entrance.

The interior of Mill No. 2 Storehouse has been renovated and includes a restaurant on the first floor that continues into the first floor space of Mill No. 2 Wing. The renovated interior retains much of the original historic character of the mill by leaving brick walls and wood columns, beams, and ceilings exposed. The interior surfaces have been sandblasted to remove the paint and finished with a clear coat. Modern building systems including mechanical, electrical, and plumbing are exposed. Interior masonry openings have been retained and reused where possible. An original built-in weighing scale remains a fixture in the first floor restaurant.

82. Mill No. 3, 1863, Alterations, 1878, 1886, 1923, 2001-02 (1 Contributing Building)
140 Mill Street
Map 208, lot 55

Filled in 1863, Mill No. 3 is parallel to Mills No. 1 and No. 2 , but fronts west onto Mill Street (originally the Androscoggin and Kennebec Railroad right of way). Mill No. 3 is approximately 367' long by 104' wide. The building is rectangular in plan with a side ell projecting an additional 30'. Mill No. 3 was also altered in phases and was originally about 370' long and only about 50' wide, half its current depth. Similar in construction to Mills No. 1 and No. 2 , the structure is exterior brick masonry with timber frame and floor system. The walls are engaged brick pilaster and the building has both concrete and granite foundation, Mill No. 3 is four stories and has a low-pitch gable asphalt roof, The mill originally operated as the woolen mill and after a fire in 1878, it functioned as a cotton mill.

The thirty-seven bay west facade fronts Mill Street, the original location of the railroad line. Each window opening has a brick soldier course header and rock-face granite sill. Each bay has a pair of aluminum replacement windows with six-over-six sash and six-light transom, Three bays on the first floor, nearly centered on the facade, have been modified into recessed door openings. A new concrete landing and stairs with brick cheek walls and black aluminum fencing has been constructed at this entrance. The elevation of the first floor is above the street level and reveals a concrete water table on this side of the building.

The south elevation was reconstructed after the demolition of Mill No. 3 Annex which originally connected Mill No. 3 and Mill No. 2 Storehouse. The new facade is nine bays wide with engaged brick pilaster dividing the elevation into three equal sections. All windows are six-over-six aluminum double-hung sash with brick soldier course lintels and granite sills, The fourth floor windows are set within a recessed brick panel that has a continuous brick solider course lintel and continuous granite stringcourse that forms the sills of the windows, The two center brick pilasters end at the granite stringcourse and supplemented with engaged faux columns painted black that are repeated between each bay on the fourth floor. A continuous brick soldier course is centered in the parapet and the corbelled brick cornice is capped with metal coping. The middle three bays on the first floor are recessed below a segmental arch to create the main entrance. The steel arch is supported by two columns set on concrete bases. The recessed entrance and stairs are concrete and an ADA ramp of the same material runs parallel to the building on the west end of the facade. The granite sill below the windows in the recessed entry continues on the interior return wall back to the plane of the facade and is broken only at the main entrance which is double aluminum storefront doors with multi-light sidelights and transom.

The north side of the building, also never originally exposed, is now visible since the demolition of Mill No. 1 Storehouse. The addition of a modern brick entry connected to Mill No. 3 and Mill No. 1 Wing obscures the lower floors of the north elevation, but the original cornice line of the mill prior to the raising of the roof is evident on this side of the building. Multiple arch openings have been filled in with- brick. The arch openings in the elevator tower have been filled with fixed panels that are made to look like four-panel doors.

Mill No. 3 was partially rebuilt after a fire in 1878, but it is unclear what changes if any were made to the building at that time. In 1886, the roof was raised like Mills No. 1 and No. 2 adding the fourth usable floor to the mill which was originally three stories with gable roof and dormers. In 1923, during the mill expansion campaign that included the enlargement of Mills No. 1 and No. 2, and the construction of the Connector building , Mill No. 3 was also enlarged in the easterly direction and nearly doubled in depth. Mill No. 3 Annex was constructed nearly twenty years after Mill No. 3. Mill No. 3 was essentially a free standing building except for the connection on the north side to Mill No. 1Wing and Storehouse. The demolition of Mill No. 3 Annex in 2001-02 had a significant impact on the exterior of Mill No. 3. The west section of No. 3 Annex was three stories and the east section only two stories, but both were consolidated as one building in 1923-24. When the annex was demolished, a low-pitch gable roof line remained on the exterior wall in addition to the joist pockets and an assortment of altered openings between the two buildings. Alterations to the building over time made the original appearance of the free-standing elevation difficult to discern, and a new facade was necessary.

The interior of the building has been renovated and is now used as offices for TD Bank. Because of the great length of the building, a fire wall was constructed near the center, dividing each floor into two large rectangular spaces. The original character of the space has been maintained by locating new stairs, elevator, and service core at the center of the building and providing open office space around the core. The exterior brick walls are exposed and the original wood columns, beams, and ceilings are also intact with a new clear coat finish. Modern building systems including lighting, mechanical systems, and sprinklers are suspended from the ceiling and left exposed to maintain the industrial character of the space. Structural reinforcement to beams was accomplished by bolting structural laminated wood to the sides of original beams as required rather than replace the beams in kind.

83. Mill No. 1 Wing, 1852, Alterations, 1866-67, 1915, 2005, 2008-09 (1 Contributing Building)
36 Chestnut Street
Map 208, lot 159

Mill No. 1 Wing, the "picker house", is the same construction and style as Mill No. 1 and was built at the same time. The building is twelve bays long by six bays wide and is attached to Mil No. 1 near the northwest corner of the building. The wing was originally constructed as a three-story building which is evident on the west elevation by the corbelled brick cornice above the third floor windows. The fourth story was added in 1866-67 with a low-pitch gable roof running east to west. Mill No. 1 Wing was originally connected to Storehouse No. 1 which was demolished in 2005.

The north facade was originally exposed, but was incorporated into the expansion of Mill No. 4 in 1915. The expansion of Mill No. 4 enclosed the space between Mill No. 1 Wing and Storehouse and the original rectangular Mill No. 4 that fronted the cross-canal, To fill in the remaining triangular space between the two buildings, two-story concrete columns were added abutting the original exterior masonry wall of No. 1 Wing approximately every other bay which supported concrete beams at the head of second story windows of No. 1 Wing. The demolition of Mill No. 4 in 2005 restored the original character of this side of the building as well as the structural alterations required for the expansion of Mill No. 4. Above the fourth floor windows on the north elevation, brick dentils create a frieze below the eave line. Original second and third floor window openings have been filled in with brick. On the first floor, the end bay was originally a large arch opening that continued through the south side of the building to the mill yard between Mill No. 3 and Mill No. 1 (prior to the expansion of Mill No. 3). The arch opening has been modified to accommodate modern double doors. Most original twelve-over-twelve windows on the fourth floor remain intact but in poor condition. The exterior brick wall is painted white on the lower three floors where Mill No. 4 was removed. Six middle bays on the first floor have masonry openings, but most windows are missing,

The west elevation was not originally exposed, but was connected to the storehouse. The storehouse openings were smaller than the windows of other typical mill buildings and the alteration of these is evident from both the interior and exterior due to the diversity of brick patches and repointing with variations of mortar color. The elevation has six bays and currently has window openings on the second, third, and fourth floors with rock-face granite lintels and sills. All window openings are filled with wood panels. These are all new openings made after the demolition of the storehouse to create a more unified composition in keeping with the character of the other buildings and provide adequate-sized windows for future tenants in this space. The first two bays on the third floor were modified into a larger opening with steel lintel and brick infill was added when the storehouse was demolished.

Mill No. 1 Wing is approximately 100' long by 70' deep. The timber frame system consists of double timber floor girders supported by round wood columns with capitals and bearing plates. Wide plank wood flooring spanned the floor girders and was topped with finish wood floor boards. Currently under rehabilitation for use by a micro-brewery, the piaster finish that was added to the ceiling at an unknown date has been removed, restoring the original character of the building. Lines on the

wood ceiling show where strapping was attached to support the lath on which the plaster was applied. The west wall shows altered openings into the Mill No. 1 Storehouse that have been filled in and modified. A massive lathe is currently in the first story of Mill No. 1 Wing, having been moved from the adjacent machine shop in the first story of Mill No. 1. This reportedly is (or was) the largest lathe in Maine.

A modern non-contributing addition to the building is the new loading dock and entrance at the southwest corner of Mill No. 1 Wing and the northwest corner of Mill No. 3 .- Constructed in 2008-09, the modern entry pavilion is a three-bay one-story brick structure with flat roof fronting west onto Mill Street. Each bay is separated by engaged brick pilasters corbelled near the top to create the appearance of a capital. The height of the pilasters extends above the height of the parapet wall. The brick is set on a cast stone or concrete water table and the parapet is capped with cast stone coping. The end bays have large masonry openings with cast stone lintels and sills and are infilled with black aluminum picket fencing. The middle entrance bay is a wider arch opening supported by arch steel beams. The north elevation has the appearance of two elongated engaged brick pilasters with center recessed bay. This panel is accented with the scupper and an inset gutter detail that channels the water to the ground without a standard downspout. Some plantings are located around the base of the structure and bollards protect the north elevation from the adjacent loading dock. The entry pavilion encloses new concrete stairs and ADA accessible ramp with pipe handrails providing access to Mill No. 3 and Mill No. 1 Wing. On the interior, the walls are exposed brick and the floors are concrete. The metal decking and steel beams supporting the roof are exposed. Part of the addition includes the loading dock for Mill No. 1 Wing constructed at the first floor with three angled bays. The roof structure is a sloped flat metal roof supported by steel beams and columns. The fascia trim follows the profile of the low-pitch gable roof. This new addition is non-contributing to the district, but the detail of the construction and massing make it a compatible new addition to the district. The massing, materials, and functionality of the entry structure are in keeping with the historic character of the mill complex and do not detract from the significance or integrity of the district.

84. Gatehouse No. 1 Mill, ca. 1882, Alterations, ca. 1915 **(1 Contributing Building)**
36 Chestnut Street
Map 208, lot 83

The gatehouse at Mill No. 1 extension is a one-story rectangular wood building with hipped roof. Simplified Victorian Gothic Revival features details include the wood corner posts with angled bracing, ogee profile cornice, and small wood brackets below the eaves at the corners. The facade faces south and is two bays wide with one original six-over-six double-hung wood window and an entry door. The exterior is board and molded batten and the roof is finished with asphalt shingles. A wood platform-framed structure, the gatehouse sits above the canal on 6" x 8" timber sills which currently rest on steel girders supported by steel columns. The steel was likely installed when the filtration tanks (20) were excavated and constructed in front of Mill No. 1 . The east side of the structure has one bay, a single five-panel wood door. The north side is one bay, an original six-over-six double-hung window. A portion of a concrete catwalk remains on the north side as well as pipe railing on the north and east sides. The gatehouse contains three manually operated nineteenth century head gates, unaltered, that controlled the flow of water from the canal under Mill No. 1. This is the only remaining example of a number of small wood-framed buildings originally on the site.

85. Mill No. 6 Weave Mill, 1892, Alterations, 2003-06 **(1 Contributing Building)**
2 Cedar Street
Map 208, lot 56

The Weave Mill was constructed in 1892 to house Jacquard looms and expand the manufacture of bedspreads. Mill No. 6 is located adjacent to the Boiler House, just south of Cross Canal No. 1, and the facade faces west toward Lincoln Street. The three-story building has an irregular rectangular mill plan with load-bearing exterior brick masonry walls and heavy timber construction, The roof is a low-pitch gable running north to south and is finished with asphalt, The cornice is Italianate in style with the ends of exposed timber purlins cut in the shape of a scroll between each bay. The foundation is rubble granite that is exposed on the north side at Cross Canal No. 1 and forms the east wall of the channel. A four-story brick tower is located at the southeast corner of the building.

The west facade is twenty-two bays wide. The second and third floor openings are tall and narrow with segmental arch tops with two courses of brick rowlock headers and rock-face granite sills, The windows are fifteen-over-fifteen aluminum clad double-hung sash with twelve-light rectangular transom and aluminum arch panel above. The first floor openings are primarily fifteen-over-fifteen aluminum clad double-hung sash, The end bay on the south side of the facade is an original arch door opening that has been filled with an eighteen-over-eighteen double-hung window and flush wooden panel below. Two adjacent window bays on this end of the building have been altered to become single aluminum storefront doors. A

primary entrance has been created on the three center bays of the building. An aluminum storefront vestibule projects from the plane of the facade and is covered with a deep overhanging cornice covered with metal fascia. The cornice appears as if it is supported by two engaged round metal columns at the corners of the vestibule. The cornice covers the lower sash of five bays of the second floor. To continue the demarcation of the main entrance, three black hollow metal engaged columns are applied to the exterior brick wall between the center bays and are accented with "antique gold" colored bands representative of capitals and bases aligning with the horizontal mulls of the second and third story windows and the granite lintels of the third story. Above the roof is a projecting cornice with metal fascia over the center four bays that capitols the representation of the modem main entrance. On the north and south ends of the facade, two smaller entrance canopies have been added similar in material to the main entrance, but on a smaller scale. The entry doors are placed in altered window openings and the top of the canopy which is shaped like an enlarged cornice site just below the granite lintels of the second floor. The canopies are supported by two steel columns wrapped with aluminum at the shaft. The decorative capitals and bases are also wrapped in aluminum but in contrasting "antique gold" color. The columns sit on round concrete bases on the sidewalk. The roofs of each of the three entrances are hipped and finished with standing seam metal panels. The underside of the canopies is exposed corrugated metal. The materials and construction of the new entrance are easily reversible and do not have a significant impact on the historic integrity of the building.

The north elevation has twelve bays. The second and third floors are twelve-over-twelve double-hung windows with rectangular twelve-light transoms and arch infill panel above. The first floor windows are twelve-over-twelve double-hung windows with arch infill panel above. The segmental brick arch and granite sill details on this elevation match the rest of the building. Small areas of brick repair and repointing are evident below the window sills. The arch tailrace outlet in the granite foundation has been filled in.

The south elevation has twelve bays on the first, second, and third floors identical in detail to the north elevation with the exception of the third bay on the first floor, which is an original small arch door opening with an eight-over-twelve double-hung window with infill panel below.

The east elevation has seventeen bays on the north side similar to the front facade. The tower, roughly square in plan, projects east from the southeast comer of the building. The north, south, and east sides of the tower each have a single large bay on the second and third floors. The tower bays are similar in detail to the rest of the building except for the greater width of the arch opening. In each of the south bays is a pair of nine-over-nine double-hung sash with rectangular nine-light transoms and arch infill panel above. In the third floor of the north side of the tower, the window configuration matches the bays of the south side. The tower has been reduced in height and capped with metal copping. Mechanical equipment is visible on the roof of the tower.

Mill No. 6 has been renovated for mixed-use and contains restaurants on the first floor and the upper two floors have been up-fitted and are ready for new tenants. As in other areas of the complex, the interior brick walls, wood columns, beams, floors, and ceilings have been sand-blasted to remove the paint. The original wood columns of the second floor extended down into the first floor and rested on the concrete piers. During rehabilitation, the second level was raised to increase the height of the first floor which was originally below grade on the west side of the building. The floor was cut into three sections, and all existing flooring and beams were raised. New steel beams were installed below the original wood girders. The process of moving the floor revealed a unique construction detail showing the dovetailing of the end of the wood girders into the brick masonry exterior walls. To maintain the open floor plan of each floor, new stairs and elevators have been located at the rear corners and front center of the building.

The success of the Jacquard looms first used in Mill No. 6 to make Bates bedspreads led to the construction of Weave Shed No. 5 in 1912-14 to expand bedspread manufacture.

86. Hose House No. 7, ca. 1920 **(1 Contributing Building)**
135 Mill Street
Map 208, lot 56

North of the tower of Mill No. 6, at the first floor, is a one-story brick building with stepped roof that is three bays long. The roof is flat with concrete on the upper two steps and asphalt on the lowest step. The east facade has three bays spanned by one concrete beam. There are two rectangular masonry openings with granite sills and lintels and replacement six-light aluminum windows in the north elevation. The hose house contains steam fire pumps, the original Worthington Underwood 2000 GPM, which were part of the Mill No. 6 fire suppression system.

87. Boiler House, 1914. Alterations, 1985 **(1 Contributing Building)**
145 Mill Street
Map 208, lot 157

The Boiler House, filled in 1914, is a rectangular brick two-story building with a low-pitch asphalt gable roof that fronts west, The Boiler House is set back from Mill Street on the west side and is just south of Mill No. 6 with a narrow passageway between the two buildings. The building is approximately 165' by 60' and has a granite foundation. On the east end of the roof is a half-story monitor 164' by 22' with brick-colored standing seam metal roof and siding added in 1985.

The west facade has twelve bays, six on each side of the boiler stack. Each bay on the first and second floors has a brick segmental arch header with three courses of rowlock headers and a granite sill. Within each bay are two segmental-arch six-light replacement windows separated with a vertical mullion. The boiler stack is set just inside the facade and has a diameter of 22' at the base and rises to above 250' in height. The west wall has a corbelled brick frieze band of four brick courses topped with a heavy ogee-profiled granite cornice.

The south elevation has one original large arch door opening with modern door infill and a modern door with steel lintel adjacent to the arch opening. The brick parapet on this side has either been increased in height or rebuilt. The brick has been patched and repointed in many locations of previous penetrations in this side of the building, many related to the 1985 co-generation facility that stood next to the Boiler House for fifteen years.

The east elevation has seven bays on the second floor with segmental arch brick openings and granite sills. The same replacement windows installed on the facade are also used on the rear elevation. The monitor is built above the corbelled brick cornice.

The north elevation has four bays on the first floor, one of which is a large arch opening with modern infill in the same location as the south elevation, and three small arch windows identical to the openings in the rest of the building. The north and south walls have a brick parapet that extends approximately two' above the roof and is capped with granite coping.

This building replaced the original boiler plant which was located between Mills No. 1 and No. 2. The 1914 Boiler House contained two Babcock and Wilcox coal-fired steam boilers when first constructed. Currently, the boiler can be fired by oil or natural gas. A massive cast-concrete structure inside the building may have supported a steam powered electrical generator at one time.

88. Storehouse No. 7, ca. 1879-80. Alterations, 1908, 1996 **(1 Contributing Building)**
145 Mill Street
Map 208, lot 82

Storehouse No. 7 is a four-story rectangular brick building with low-pitch gable asphalt roof running east to west. Due to a change in grade, the east elevation facing Mill Street is only three stories while the west elevation is four stories. The new south facade was created after the demolition of Storehouse No. 8 in 1996. Storehouse No. 7 is located west of Mill Street and Mill No. 3 . Designed with brick engaged pilasters, the building is ten bays wide and fifteen bays long equaling 100' by 120'. On the east and west ends of the building, the brick parapet steps up in two sections from each end and is capped with metal coping. The exposed principal rafters just below the roof on the north and south sides of the building are capped with metal coping and fascia,

The east, west, and north elevations have segmental arch window openings with rock-face granite sills and brick hoods. The west elevation has ten window bays on all four floors. The engaged brick pilasters run from the top of the first floor to the fourth floor. The first floor windows are shorter in height than the upper floors and the seventh bay is an historic large arch masonry opening with double arch metal doors. Replacement windows are rectangular aluminum double-hung sash with muntins between the glass and an arch infill panel above. The first floor windows are rectangular fixed casement windows with arch infill panels. The third bay of the second floor (first floor on this facade) on the east elevation appears to be an original loading dock opening with heavy rock-face granite surround. This has recently been filled in with aluminum storefront windows.

The north elevation is divided into fifteen bays with seven windows located in alternating bays beginning with the second from each end. The east elevation is similar to the west elevation except for a modern bridge connector to Mill No. 3 that is located at the sixth bay of the third floor. Constructed as a free-standing cotton storehouse in 1879-80, it later became attached to

the five-story Storehouse No. 8 added to the south in 1908. The ten bay facade originally fronted Hines Alley (no longer extant) to the west, but the south elevation became the main facade of the building with the demolition of Storehouse No. 8. This side of the building sustained minor alterations and the addition of modern materials to the exterior to create a monumental entrance and facade. The main entrance is marked by the application of an arch made of stucco-like panels applied over the middle five bays of the first three floors. Two of the original brick pilasters are left exposed within the arch and the end two are covered with the plaster-like finish. Recessed within the arch and between the pilasters are smaller square applied panels that are screwed into the masonry wall. A steel arch canopy supported by a truss and two free-standing columns projects over the center three bays of the first and second floors and creates a two-story porch to accommodate entrances from two levels of grade. The first floor entrance is at grade of the surface parking lot along Lincoln Street and the lower level of the adjacent parking garage. The second floor entrance is roughly at grade of Mill Street and the upper level of the parking garage. A concrete ramp leads form the sidewalk on Mill Street to the second story entrance and concrete stairs lead down to the entrance on the lower level. The granite retaining wall is exposed from the new stairs along the length of the parking garage. At both entrances, the center bay contains an aluminum storefront window and the adjacent bays on each side have a single aluminum storefront door with sidelight and transom. The steel structure and aluminum storefront is green and the concrete and stucco-like finish a natural white or off-white color. The thirteenth and fourteenth bays were altered to create a single larger bay with aluminum storefront windows at each floor. The windows have a deep applied stucco-like sill and applied aluminum arch hood. The former joist pockets of Storehouse No. 8 appear in the brick pilasters as receded rectangular brick panels. Storehouse No. 7 was the first rehabilitation undertaken by the current owners of the mill. Subsequent alterations are more sensitive to recreating and maintaining the historic character of the mill complex. The alterations to the south elevation of Storehouse No. 7 are reversible and do not compromise the integrity of the historic character of the building and mill complex.

With an open floor plan, each level is approximately 96' by 116' and just over 11,000 square' in area. Modern alterations to the interior layout include the addition of an elevator, stair, and bathroom core at the center of the building at each floor surrounded by open office space maintaining the character of the original volume of space. Wood beams, columns, and brick walls are left exposed and new mechanical, electrical, and plumbing systems have been installed. Interestingly, the wiring and conduit is exposed in a raceway that mimics the equipment and tracks that were suspended from the ceilings in the mill when it was operational.

89. Mill No. 5 Weave Shed, 1912-14. Alterations 1995, 1998-99, 2001, 2006-07 (1 Contributing Building)
15 Canal Street
Map 207, lot 145

The largest of the buildings at Bates Mills, the two-story Weave Shed is approximately 350,000 square' in area, and was designed to house the Jacquard looms for weaving the nationally renowned Bates bedspreads. Mill No. 5 is located along the upper canal, north of the cross-canal and remainder of the mill complex. Constructed in 1912-14 with a reinforced concrete frame, the exterior has full-height engaged pilasters with concrete beams at the second floor level. Within the exterior concrete frame is brick and glass block fill. Between the original window openings and concrete frame are original brick panels. Each bay has two large openings filled with glass block divided by a brick pier, neither of which is original to the building. Mill No. 5 has an irregular plan with the north side of the building angled to follow the line of Main Street. The roof has eighteen saw-tooth monitors with northern exposure which run the full width of the building. Membrane roofing is installed over the original concrete roof. The cornice is also made of concrete. The concrete foundation is exposed nearly a full story on the west side of the building.

The east facade is forty bays wide and fronts the upper canal. The first floor is only partially visible above grade because of the raised elevation of the canal. At the second floor, the majority of the bays contain two large openings filled with glass block and divided by brick piers. At the south end of the east facade is a concrete catwalk with steel pipe rails at the first floor in front of the water room where the water flows from the canal towards the turbines. Four arch industrial light fixtures line the catwalk and appear to be from the period of construction.

The west elevation has twenty-eight bays. Every other bay has two small louvers below the glass block fill. Due to the lower grade on this side of the building, more of the concrete foundation wall is visible than on other sides of the building.

The south elevation has nineteen bays and faces the cross-canal. A two-level enclosed bridge connects Mill No. 1 to the Weave Shed intersecting the eleventh bay on the south elevation of Mill No. 5. Pedestrian passage is on the second floor and mechanical connections are on the first. A concrete walkway is located at the first floor level on the exterior of the building running from the southeast corner west nearly the full width of the building. The walkway is lined with a non-historic black

aluminum picket fence on the east side of overhead bridge. West of the overhead bridge, the concrete catwalk is supported by steel brackets and has pipe hand rails. Chain link fencing is installed over the catwalk to prevent outside access. A Colonial Revival style entrance, not original to the building, is located at the last bay of the first floor. It contains a single wood door with glass lights and lower wood panel and sidelights with two narrow panels. The entry appears to have been covered previously because the exposed wood header is not painted like the rest of the trim. The wood trim above the header is angled to create the shape of a pediment. Water runs below the building and bridge through the turbines on this side of the building and the concrete columns are visible that run from the bottom of the first floor to below the canal.

The north elevation has sixteen bays which are mostly brick except for the last 5 bays that have glass block fill and loading dock openings. Three original steel windows are intact on the first floor in the second to last bay. The last bay is the stair tower and has a recessed entrance with aluminum storefront doors and wood stairs leading to the interior landing.

Typical of Albert Kahn's design for industrial buildings, the interior has large open spaces with numerous large windows. The saw tooth monitors were originally designed to provide natural light and ventilation. The steel divided light monitor windows are still intact, but have been covered with either plywood or metal decking from the interior due to their poor condition. The monitor windows have a four-light operable sash for ventilation. The additional height in each bay created by the saw tooth roof was also required to accommodate the heads of the Jacquard looms. As many as three hundred looms were in operation at a time in Mill No. 5. The gantries supporting the head of each loom were removed beginning in 2004. The second floor is mostly open and is very light even though the monitors have been covered and the windows replaced with glass block on the exterior walls. The concrete and clay tile floor is mostly finished with hardwood and the boards have been replaced or have deep divots where the looms were originally located. Some areas have rectangular patches of concrete in the floor.

Throughout the building, the concrete floors were formed with clay tile as filler between reinforced concrete beams to reduce the weight of the concrete spanning each bay, This structure is clearly evident in several damaged areas of the ceiling throughout the building, Water damage has caused areas of the concrete ceilings and beams to spall, exposing steel reinforcement. With 176,000 square' per floor, the concrete floors were poured without expansion joints and have some deflection cracks.

The first floor is divided north to south. The west section is approximately 125' wide and includes the generator room on the south end of the building. The east side of the building is raised four' and is approximately 200' wide. Two ramps lead from the lower floor area into the raised floor on the east side of the building. Between the two ramps is an elevator and stair that connects both levels of the first floor as well as the second floor. Additional stairs towers are located at each corner of the building with an elevator at the southwest corner. The stair tower walls are plaster on brick masonry. Steel windows with wired glass are still intact on interior walls of stair towers although some are covered with wood or painted. Rectangular areas of black and white basket weave floor tile remain in the southwest and northwest corners of the building, where the original employee restrooms were located.

The generator room, located along the south wall of the first floor, is approximately 50' wide by 100' long. The west wall of the room is all glass, with the original steel windows intact and the majority of lights painted or covered, above a low concrete wall approximately one-third to one-half the height of the room. Still in working condition, four dynamos are located along the east wall of the room. At the southeast corner of the building, the water way is located under the building and water from the canal flows west through penstocks, or pipes, to a series of turbines and then exits through draft tubes into the cross canal. The electricity from the generator is controlled through a system of switches located along the west wall of the generator room. When in use, the switches control distribution of the power throughout the mill complex. Most recently, the generators have only been used during periods of high water, especially in the spring. Bates Manufacturing Company engineers designed some of the equipment used in the generator room.

The most significant alteration to the character of the building is the installation of glass block and brick piers in place of the original steel-framed windows in the bays on all sides of the building, which occurred prior to 1950. Photographs printed in *The Story of Bates Manufacturing Company,* the centennial celebration publication, show that the windows were divided and filled with glass block by this time. Steel windows in the saw tooth monitors remain intact under exterior roof membrane and plywood and metal decking that has been applied from the interior. The second floor bays on the east, south, and west elevations, and the first floor bays on the south and west elevations had steel-framed windows with center pivot sash. The entire bay was fifty-four glass lights sitting on concrete sill with brick infill below to the concrete floor beam. On the first floor of the facade, the bays are shallower, but likely had similar steel windows. At the northwest corner of the building was the original triangular loading dock with flat roof supported by columns, angled so that the edge aligned with the plane of the

west wall of the building. One side of the dock served the rail line and the other served trucks. Most of the bays on this elevation were originally brick walls without any openings because this portion of the wall originally backed up to a row of wood-framed commercial buildings fronting Main Street. The last five bays had a different glazing pattern than the other elevations because of the variation of bay width on the angled wall. In addition to a sizable collection of looms and other textile mill machinery that is stored on the south end of the second story of Mill No. 5 by Museum L/A, there are several partially disassembled looms remaining at the north end of the space.

Historic photographs also document the original roof design with brick block course, concrete pedestals aligned with engaged concrete pilasters below, and concrete coping above the cornice, Due to water penetration and damage, the roof membrane was replaced in 1995 and all roof surfaces and monitors were covered. The brick block course was likely removed at this time. Additional membrane roof work was conducted in 2006-07.

In 1998-99 structural upgrades to the building included the limited installation of steel beams below failing concrete beams. The sections of flat roof around the perimeter of the building were reinforced with steel beams and decking below the original roof structure in 2001.

The enclosed bridge connecting Mill No. 5 to the bleachery (Mill No. 4) was removed when Mill No. 4 was demolished. The bridge was originally located on the second floor between the second and third bays of the south elevation of Mill No. 5.

90. Mill No. 5 Security Office, ca. 1980s. **(1 Non-contributing Building)**
15 Canal Street
Map 207, lot 145

The security office is a rectangular wood-framed one-story building with hipped roof located over the cross-canal at the southeast comer of Mill No. 5. The concrete foundation is part of the penstock intake for Mill No. 5. The building has two bays with one-over-one double-hung windows. The exterior is clad with vinyl siding and the roof finished with asphalt shingles. The building does not contribute to the district because it was constructed after the period of significance, but it replicates the form and fenestration of the original security office and is compatible with the historic context and other ancillary mill buildings.

91. Filtration Plant, 1915 **(1 Contributing Structure)**
36 Chestnut Street
Map 208, lot 159

The majority of the formed-concrete Bates Mill filtration plant, filled in 1915, is located below grade in front of Mill No. 1 . A forty foot by one hundred and fifty foot portion of the structure projects into the first floor of the mill, which is below grade on the east side. The filtration plant is essentially a subterranean concrete box, approximately 70' wide by 150' long by 20' high, subdivided into three sections. The bottom section is the largest and is a 6 ' high "basement" below the filtration tanks. Within this space, large rectangular concrete piers support the filtration tanks above and the iron water supply pipe for the tanks runs in a concrete trough just below floor level. The supply pipe is approximately 28" in diameter. Large iron pipes (approx. 12" diameter) come down from the filtration tanks above and sit on larger "bases" that have a series of 2-inch holes around their perimeter, some of which have iron plugs in them. It appears that the "basement" was a water reservoir, either for the filtered water coming down from the tanks above, or for the unfiltered water being drawn up into the tanks above. This "basement" projects into the first story of the mill and creates a platform 4' above the floor level. A steep set of wood stairs reaches the platform from the floor, Atop the platform, wood framed windows above brick panels are set between concrete piers, providing light to the filtration tank section. This section is supported by the piers in the "basement" and also projects out under the parking lot in front of the mill. An opening in the interior wall with windows provides access to another set of steep wood steps leading up to a wood walkway which runs on the tank side of the window wall. It is possible from here to look over the ends of the tanks and down into them. Piping and controls for the tanks are located at their ends along the walkway. The eight concrete filtration tanks are each approximately 12' by 30' and approximately 6' deep. A single 12 inch iron pipe spans each tank lengthwise along with two iron troughs set several' higher. Sand and gravel is layered in the bottom of seven of the tanks. One tank has the sand and gravel partially removed and shows a series of parallel one-half or three-eighths inch copper tubes running the length of the tank. It appears that water entered the tank through the copper tubing, which likely has numerous pin holes to allow the water to escape, passed through the sand and gravel to be filtered and cleaned, and then exited the tank through the iron troughs near the top of the tank. A plank ceiling supported on wood beams covers the entire tank area and likely was the form for **a** concrete cap which supports the parking lot in front of Mill No. 1 . At the north side of the tanks is the last section of the structure, a single concrete space approximately 20' wide by

30' long by 18' high. Another set of steep wood steps allows one to look down into this space from near the ceiling. It clearly was a reservoir, either for canal water waiting to be filtered, or for clean water after the filtration process was completed.

92. Mill No. 5 Bridge Connector, ca. 1912-14. **(1 Contributing Structure)**
15 Canal Street
Map 207, lot 145

The enclosed two-level bridge connecting Mills No. 1 and No. 5 has a subdivided Warren truss structure. The east side is exposed revealing the steel frame. On the interior the frame is covered with horizontal wood planks. The bridge intersects Mill No. 1 at the fourth bay of the third floor of the annex or side ell. Pedestrian passage is on the second floor and mechanical connections are located on the first floor of the bridge.

93. Bell, 1867 **(1 Contributing Object)**
36 Chestnut Street
Map 208, lot 159

The bell was made by Henry N, Hooper & Co., a bell foundry in Boston, MA from 1830-68. The bronze bell is approximately four-and-a-half to five' tall. Currently sitting in a cast iron cradle on the lawn in front of the northeast corner of Mill No. 1, the swinging bell was previously hung in the belfry of the 1920 Tower connector between Mills No. 1 and No. 2. Prior to the construction of tower, the bell hung in the front tower of Mill No. 1.

94. Bates Plaza 2, ca. 1999 (2005-2006 in Bates Nom) **(1 Non-contributing Site)**
36 Chestnut Street
Map 208, lot 82

West of Mill Street between the Boiler House and Storehouse No. 7, and on the site of the th former biomass plant (See # 97) is a late 20th century plaza designed with stairs and large round paved terraces with concrete retaining walls on each side of the stairs to mitigate the differential of grade at this location. The plaza and stairs connect the mill complex to the Lincoln Street parking lots

95. Bates Plaza 1, ca. 2001 **(1 Non-contributing Site)**
36 Chestnut Street
Map 208, lot 159

This plaza was developed after the demolition of Mill No. 3 Annex in 2001 to introduce pedestrian-friendly green space into the mill complex. Between Mill No. 3 and Storehouse No. 2, a symmetrically designed plaza is centered on the stair tower of Mill No. 2 . At the center is circular water feature surrounded on the east side by low brick walls containing raised planting beds. To the north side of the water feature area is a rectangular lawn planted with small trees shading benches. Additional green space provided in the corner between Mill No. 2 and Mill No. 2 Wing. Adjacent to the lawn and in front of the north side of Mill No. 2 Wing is a plaza for outdoor seating from the restaurant. Concrete pavers connect the walkways, outdoor seating areas, and water feature. The late twentieth century plaza design is a non-contributing feature to the significance of the mill complex.

96. Bates Parking Garage, 2006 **1 Non-contributing Structure**
36 Chestnut Street
Map 208, lot 82

A two-level parking garage was constructed on the site of Storehouse No. 8 adjacent to Storehouse No. 7. From Mill Street, it appears as surface level parking, but the lower level is accessed from Lincoln Street, The structure is a steel frame with the columns extending up above the ground surface to support black aluminum picket fencing around the perimeter. An arch steel beam marks the entrance of the top level of the parking garage from Mill Street.

97. Fuel Tanks, by 1997 **(1 Non-contributing Structure)**
145 Mill Street
Map 208, lot 157

In 1985, a wood-chip burning, steam and electricity generating biomass plant was developed and two fuel oil storage tanks remain beside the Boiler House. The plant ceased operations in 1990 and was dismantled between 2003 and 2006. These storage are the only remaining elements of the plant and are not historically or architecturally significant.

98. Mill No. 3 and Storehouse No. 7 Connector Bridge, ca. 1999-2000 **(1 Non-contributing Structure)**
145 Mill Street
Map 208, lot 55

Constructed ca. 1999-2000, the enclosed overhead connector bridge is a non-contributing modern structure built at the approximate location of two earlier bridge connectors. The current bridge connector is three bays long with a pair of nine-over-nine aluminum double-hung windows in each bay separated by a faux engaged column. The bridge is clad in black metal paneling. The bridge connects from the sixth bay of the third floor in Storehouse No. 7 to the second floor of Mill No. 3.

99. Shed, by 1997 **1 Non-contributing structure**
135 Mill Street (not counted in Bates Mill NR
Map 208, lot 157 Nomination)

This is a simple, rectangular storage shed with a single pitch roof. The one-story frame shed has an asphalt roof and engineered wood siding (T-111). Access doors into the shed must be on the inaccessible west elevation as the remaining elevations are unarticulated.

100. Picnic Shelter, c. 2008 **1 Non-contributing structure**
135 Mill Street (not counted in Bates Mill NR
Map 208, lot 157 Nomination)

This structure is a rectangular, timber-framed pavilion with an asphalt covered hip roof and open sides. Four timbers rest on a concrete slab and support the roof at the corners. The pavilion shelters several benches.

Hill Mill Complex
41 Chestnut Street, unless indicated otherwise
Map 208, lot 79

The Hill Mill complex fronts the Upper Canal for one block between Chestnut and Cedar streets. It is bounded at the west by Mill Street. All resources in the complex are contributing to the district. All buildings save one, the mill office, are connected to form a rectangle shape which surround what was historically one interior mill yard. Materials would be delivered at the rear of the complex via a former railroad which is now Mill Street. The original mill yard was split in two yards when Mill No. 3 and Mill No. 4 were later constructed centered on the rear of the main fronting block. The south yard is accessed via a road between the boiler house and a complex of smaller buildings on the west side. The north yard is accessed by a tunnel under the store house on Chestnut Street or by a narrow roadway connecting the two yards. The complex is bounded at the west by Mill Street which dead ends near Cedar Street. Historically, the mill complex produced cotton textile and currently, it appears that while some of the space is utilized for manufacturing, the space is predominantly vacant.

101. Hill Manufacturing Company Office, ca. 1854 **(1 Contributing Building)**

This one story, low pitched gable side roofed building is centered at the end of a foot bridge spanning the Upper Canal. Five bays wide, it was constructed in the Greek Revival style. The engaged pilasters rise directly out of the granite foundation that is now partially obscured by asphalt paving on the parcel. The pilasters on the east façade meet a heavy architrave and each is topped by a corbelled brick Doric capital. The eave overhangs the façade significantly. Windows are regularly placed and centered with the recess created by the pilasters. They are currently filled in with glass brick though the historic granite lintels and sills are extant. Historically, the windows were twelve- over twelve sash windows. The original door has been filled in and replaced with modern doors, each with a single piece of large glass. Glass bricks have filled in the side and transom; however, a historic photo indicates that these were present during the period of significance. The photo also shows chevron trellises with plant material growing up in front of each pilaster. Dormers extend through the rear gable side. The side gable roof is currently sheathed with three-tab asphalt shingles.

102. Mill No. 1, 1854, altered 1923 & 1949 **1 Contributing Building**

Eventually acquired by the Bates Manufacturing Company, the Hill Mill was started as a separate entity around the same time at Bates beginning with Mill No. 1. In order to increase the head height water would fall from the Upper Canal to the turbines; the entire complex was built into a bank. At the façade the first story is entirely below grade, while the rear elevation opens up to two interior mill yards.

Constructed of brick in the Engaged Pilaster style, the features of Mill No.1 are similar to the other mill complexes seen in Lewiston. Twenty-five bays long and six bays wide, the mill is located at the northeastern corner of the parcel and is centered on a six story, square tower (two bays by two bays) with a crenellated roofline. A two story flag pole extends through the roofline. A large entrance door spans the full two bays at the second floor, which sits slightly below the second floor bays on the side to accommodate the below grade first story.

Historically five stories, this mill has been altered to the south of the tower. Here the historic gable roof has been removed along with the dormers to add a sixth floor. Square window bays are equally placed and centered in the new story. Care was taken to match the original size and treatment of the granite lintels and sills.

The facades to the north and south of the tower have pilasters running directly from the granite foundation to the entablature and are topped by corbelled Doric capitals. Additionally, all window bays are square with granite lintels and sills but most have been filled in with ply board, brick or have had synthetic one- over- one sash replacements.

North of the tower, the granite lintels of the fifth story bays sit within the frieze, which then transitions into a molded cornice and returns to the gable front. The main block of the mill is surmounted by a gable side with deck roof with a small parapet at the gable end. At the seventh bay from the northeastern corner, a narrow metal fire escape ladder has been installed for the full length of the façade. Narrow, hipped roof dormers are placed in the roof directly in line with the pilasters are on each gable side.

The northern gable end is six bays wide. The most visually interesting characteristic of the façade is that the pilasters run directly from the foundation to the parapet, all slightly stepped out from the flanks of the façade, breaking it up into thirds. The center was constructed slightly stepped out from the sides and the pilasters run directly from the foundation through the pediment to the top of the parapet at the deck that is in place of the ridge. Unlike the other pilasters that are topped by Doric capitals, these pilasters are simply capped by corbelled brick. A quarter light is present in centered in the pediment on either side of the stepped centered façade.

103. Mill No. 2, c. 1861-1864; alterations ca. 1923 **1 Contributing Building**

Historically 100' southeast of Mill No. 1 is Mill No. 2. Thirty-two bays long, it is 2' wider than the 68' wide Mill No. 1, though it is similar in appearance. Its bays are treated the same but do not retain any historic appearance having been replaced with modern material, filled in, or a combination
of both. Slightly off center is a second tower that exhibits the same sizing, construction, materials and treatment as the tower present on Mill No. 1.

The block to the north of the tower has had the same treatment in 1923 as the south block of Mill No. 1. However, the south gable end does not exhibit the same treatment as the north gable end at Mill No.1. Here the façade is flat with equally spaced pilasters with single bays between each. The cornice from the front and rear façades do not create a continuous frieze band. In place of the centered pilasters seen in the pediment of Mill No. 1 are two window bays and two quarter lights are centered on either side of these bays. Both quarter lights have been filled in with ply board as well as the southeastern window though the sash is still present. The western window exhibits an eight- over- eight paned sash window.

The roof of the southern block of Mill No. 2 is also a gable with deck with a small parapet at the end. The change in grade that the mill was built to accommodate is seen best at this façade, with the first story bays, level at the same height, progressively gaining in length from the southeast to southwest. The last bay is an entrance that is at grade, though it looks to be altered with a granite sill approximately 1' above the current door frame.

The rear façade appears similar to the front façade; however the valley created where the mill and Picker House No. 2 join has been filled by the construction of modern structures creating three blocks. The first, the air wash tower, a precursor to air conditioning, is attached directly to the rear façade and is near full height, one bay wide, and one bay deep. Attached to the air wash tower and to the picker house is a slightly shorter, two bays deep, and two bay wide mass with a shed roof. This block was constructed in the Engaged Pilaster style. The final block is a deep structure that has no fenestration on its north most prominent façade. On the south façade, third story bays are present. The structure is surmounted by a flat roof with rafter tails under the eave.

Directly north of what is presumed to be the airshaft, a metal corkscrew structure has been attached to the building. At the roofline, the structure is covered by a corrugated metal roof that extends from the roof of the main block. It is presumed that this structure is used to offload material stored in the attic. It either terminates at or extends through the shed roof of a modern attached loading dock. Historic photos show this structure to have been enclosed in the past. A loading dock is attached to Mill No. 2 on one side and to the added blocks on its length.

104. Mill No. 4, 1923 **1 Contributing Building**

The date of construction for Mill No. 4 is the same as the dates of alteration at Mill Nos. 1 and 2. Construction of the mill filled the void between these mills. Additionally a head race from the Upper Canal flows directly under this mill.

Six stories tall, its width of twelve bays is stepped out from the facades of the two mills it connects. Segmented arch windows are a departure from the adjacent mills as well. Its flat roof is the same height as the alterations made to the adjoining roofs.

One of the most visually interesting aspects of this façade is the granite stringcourse over four large bays on the first story. These bays are filled with over 20 glass bricks each. Centered between these windows is a classical entrance that breaks up the running course with an entablature that sits directly below the granite sills of the third story windows. There is a glass brick transom light over the entrance at this configuration.

Most of the bays have been altered in some manner, either filled in or have had replacement windows installed. However, on the sixth story many of the assumed original eight- over sixteen- paned sash windows remain. One notable difference in fenestration is located at the southeast corner in between the fourth and fifth stories were a large loading door has been placed in between the first and third pilasters necessitating the removal of the second pilaster. From the alteration, this appears to have taken place after the date of completed construction when lifts were available to load directly to upper stories from the exterior. A granite block has been laid in the brick in the entablature above the sixth story.

105. Mill No. 2 Picker House, c. 1861-1684, alterations after 1923 and 1949 **1 Contributing Building**

Attached to the southwestern corner of Mill No. 2 is the Mill No. 2 Picker House. While only three stories in height, it has been treated the same way in regard to fenestration and detailing as the pilasters as Mill No. 2.

Dormers are visible, though heavily obscured by a parapet, and are placed in line with the pilasters that run directly from granite foundation. Architectural historian Christopher Closs noted that the parapet that obscures the dormers was added after 1923.[7]The granite foundation of both the picker house and mill are barely visible above the many layers of concrete that have been used to create sidewalks over the years.

The southwest gable end is near exact in appearance to the southeast gable end of Mill No. 2 with the exception of three modern loading bays at the western corner. Directly adjacent is the remnant of a historic loading bay, as evidenced by the segmented arch and keystone that is still visible. The bay has been filled in with brick that is similar to the brick of the remaining façade. The other difference from the Mill No. 2 gable end is the absence of the quarter lights in the pediment.

106. Mill No. 2 Store House, c. 1861-1864 **1 Contributing Building**

This is a simple two-story warehouse with very little detail with the exception of Doric detailing at the corner pilasters. At the south façade, three historic bays, similar to what is seen on the Picker House façade, are present. While the

[7] Maine Historic Preservation Commission, Lewiston Mill and Water Power Systems National Historic District Research file.

segmented arch and keystones remain, they have been filled in. Built to receive and store raw cotton by rail located at the rear of the parcel, it is largely unaltered. Facing northeast it is surmounted by a gable side roof currently sheathed in asphalt.

107. Mill No. 3, ca. 1909, alterations 1949 **1 Contributing Building**

Approximately 40 years after the construction of mills No. 1 and No. 2, Mill No. 3 was built centered on the 100' gap between the two and extending approximately 20'-25' along the rear side of the original mills in either direction.

It was built in brick in the commonly found Engaged Pilaster style. Supported by a granite foundation, it is six and one half stories. Nine bays deep and eighteen bays wide the mass of this mill breaks the interior mill yard into two separate spaces that are connected by a narrow travel lane. Historically, all window bays were segmented arches that held eight- over sixteen sash windows. Many of these windows, particularly those at the corners of the mill have been altered to square bays to accommodate up to 84 glass bricks. In some of these altered bays, a square fixed paned window, the size of 9 glass bricks, is centered in the upper half of the bay. Some of the bays have also been filled in fully by ply board or CMU.

Modern infill has filled the valleys at both Mill No. 1 and Mill No. 4, obscuring the full depth of the mill. In the southeast valley the infill is a 5 ½ story and three bay wide structure built around the same time as the last known alterations in 1949. While historically only six bays, its length is equal to nine bays of Mill No. 2, which it is attached to at the southeast. The northernmost four bays on each story are regularly placed six- over- six sash windows set between a steel reinforced concrete lintel and brick sill. The fifth and six bays were historically large bays but have since been filled in with concrete. However, the same steel reinforced concrete lintels are present. The addition is surmounted by a flat roof. At the valley and Mill No. 3 is as modern loading dock with a shed roof, supported by iron posts set in a cast concrete half wall.

The mill's northwest façade is unremarkable with little alteration other than changes in fenestration as described above. Another loading dock has been attached at the third bay from the southern corner; extending a length of approximately five bays. Another alteration has been the two elevated, enclosed walkways. One provides access to the former boiler house by connecting to Mill No.3 at the seventh bay from the southern corner. The second walkway extends diagonally from the northernmost first bay of the second floor of Mill No. 3 to the southernmost first bay of the second story of the former Machine and Carpentry Shop.

The northwest façade exhibits the same alterations in fenestration as the southeastern façade and the infill found at this valley is again similar to the infill on the opposite side, though is a half-story high here. The original mill is surmounted by a low-pitched gable roof. Attached to either end of this modern infill are two, six-story air wash towers, added circa 1940, both surmounted by a flat roof.

108. Boiler House, ca. 1875 **1 Contributing Building**

The Boiler House is one of three buildings that serve as the rear confine of the mill yards. It is unremarkable as compared to the original three mills. Originally one 55' X 40' block, it is presently flanked by two wings each approximately 55' X 40'. The original block is two and one half stories with a low-pitched gable side roof. Centered on the first floor façade is an east facing entrance flanked by asymmetrically placed window bays. The upper story does not exhibit any bay aside from where the elevated walkway extends from Mill No. 3. The tapered hexagonal smoke stack extends approximately four more stories from the rear of the original Boiler House block. Approximately 50' west of the boiler house, the raceway of the power system for the complex emerges from under the buildings and historic railroad.

The two additions are near exact, each sitting on granite foundation and surmounted by a flat roof with a corbelled brick cornice under the minimally projecting eave. Each wing has regularly placed six- over six- pane sash windows set within rough-cut granite lintels and sills.

109. Machine and Carpentry Shop, ca. 1909 **1 Contributing Building**

Directly north of the Boiler House, this banked building is one of the few virtually unaltered buildings at any of the complexes in Lewiston. Two and one half stories tall it is surmounted by a low-pitched gable side asphalt shingle sheathed roof. It is eleven bays long and approximately 40' wide. No bays are visible on the gable ends as they are directly attached to the Boiler House and No. 2 Picker House.

The front façade faces east to the mill yard and exhibits nine regularly placed segmented arch window bays with twelve-over twelve- sash windows on the first floor and eight- over eight- sashes on the second. At the first bay of the first story the façade is marked by a modern door and the elevated walkway. The door increases the number of bays to eleven from the historic ten. At what was the sixth bay two loading doors are present, one on each story. The first floor bay is wide and its threshold is elevated approximately 3' from the ground to accommodate historic means of transportation. The door on the second story is narrow with an iron beam with a loading hook extending through the brick construction. All historic bays are marked with a rough-cut granite sill; additionally, square bays are marked by a granite lintel.

A basement is marked by small, segmented arch bays that have been filled in with CMU. The rear façade shows that the basement is full to accommodate the grade change. At the rear, all bays are windows of the same type as the front elevation. At the basement level there are two entrances, one each at the third and last bay from the south. They are most likely not historic as the brick wall and rough-cut granite foundation appear to have been cut to create these entrances. In addition, an iron lintel is present over one door.

The building is surmounted by a low-pitched gable side roof with a parapet with copper flashing at the northern end. The cornice has interesting corbelled brick detailing with slight projections representing rafters above each pilaster.

110. Store House No. 1, 1854 **1 Contributing Building**

This three story building is attached to the shop to the south and Mill No. 2 Picker House to the north. It is a three-story gable side building with a granite foundation. It has had significant fenestration alterations on the front façade, which faces east into the mill yard. It sits on a granite foundation and is surmounted by a gable side asphalt shingled roof.

It appears that all present bays were added at some point in the 20th century as evidenced by the replacement brick and mortar that surround each. A new entrance at the southeastern corner has removed some of the historic pilaster; in fact, if it were not for the remaining Doric capital it would be difficult to identify this feature.

The front and rear eaves are marked by a corbelled brick cornice. The rear façade is marked by similar changes in fenestration though not as numerous. Like Storehouse No. 2, this building was accessed primarily from the rear when loading or unloading rail cars or through the mill itself. However, historic entrances on the rear façade are no longer visible, obscured by changes in fenestration and the attachment of metal railings, steps, and awnings.

111. Picker House No. 1, 1853, alterations ca. 1909 **1 Contributing Building**

The two picker houses are near exact. The only substantial difference between the two is the vehicular tunnel at Picker House No. 1 added in 1909. Located directly east of Store House No. 1, the tunnel spans the width of two bays and is one story in height.

An additional difference between the two picker houses is that the rear gable end of Picker House No.1 does not reflect the engaged pilaster styling of the southern picker house, nor is the fenestration pattern regular or symmetrical with only four bays at the fourth story and two window bays in the pediment. No parapet has been added to either gable side of this picker house.

The southern façade holds six windows that have been covered with ply board, though the granite lintels are visible. There are two doors, and while they have been filled in and painted white, the granite lintel dividing the doorway from the transom light is extant. Historically this façade only had eight bays unlike the opposite façade's ten bays. The station's foundation is granite and serves as a step up through the doorways.[8]

Lewiston Mill Complex

Nestled on a parcel of land north of junction of the Lower Canal and Cross Canal No. 3 and the Androscoggin River to the west the Lewiston Mill complex consists of two freestanding squarely massed buildings that face the Lower Canal. The mill complex is bounded at the north by the former Grand Trunk Railway, which is now a walking trail and park. Mill No.1

[8] Frank A. Beard. and Robert L. Bradley, *Grand Trunk Railroad Station-National Register of Historic Places Inventory – Nomination Form* (Washington: National Park Service, 1979).

is directly west of the Lower Canal with Mill No. 2 fronting the rear of Mill No. 1. Of the two buildings only Mill No. 1 is contributing to the district. Mill No.2 has undergone alterations, most notably the loss of a story in height and a large addition at the north that have resulted in the loss of integrity. Mill No. 2 is vacant and Mill No. 1 has limited commercial occupancy. After over 40 years of ownership the Miller family transferred ownership of Mill No. 2 to Museum L-A which plans use the building as a future home for the museum. At the time of transfer the mills were known as the Camden Yarns Mill.

112. Lewiston Mill No. 1, 1860 alteration 1957 **1 Contributing Building**
35 Beech Street
Map 208, lot 8

113. Lewiston Mill No. 2, 1864, alteration 1957 **1 Non-Contributing Building**
1 Beech Street
Map 208, lot 9

Mills No. 1 and No. 2, while different in massing, were designed in the same style and have had similar widespread changes since the end of the period of significance for the district. Mill No. 1 is a four-story mill constructed of brick in 1860 in the Engaged Pilaster style. Rectangular in massing, the mill has a five-story attached tower slightly east of center on the front façade. The front façade of the mill has regularly spaced windows placed between the pilasters. Each window is framed by a granite lintel and sill and the adjacent pilasters. All windows have been filled in with ply board and in some places small modern replacement casement windows. The pilasters are topped with square Doric capitals. An architrave rises about the pilasters a small distance before it meets the cornice of low pitch hipped roof.

An exterior square smoke stack is present in between the third and fourth bay on the western façade. An iron fire escape runs from the bottom of the fourth story to the first story directly east of the smoke stack. The south and east facades are inaccessible, and because of the construction methodology, it is assumed that they are similar in style and appearance. Mill No. 2 was twelve bays wide a near full length addition of approximately 100' on the western elevation increased the building's size by roughly one third. This modern addition, as well as taking into consideration that that two original stories have been removed, has rendered this building ineligible for inclusion on the National Register as a contributing structure.

114. No. 1 Mill Wheel Room (Ruins), 1860, 1875 **1 Contributing Structure**
49 Beech Street
Map 208, lot 6

This structure, located on Cross Canal #3 is the former wheel House both Lewiston Mill # 1 and #2. A wheel pit was added om 1875, and the structure housed three turbines. Built of brick in the engaged pilaster style common to the mill district, the roof is missing on part of this one-story structure and it is essential a ruin.[9]

Continental Mill Complex
2 Cedar Street
Map 208, lot 4 unless otherwise indicated

The complex is bounded by the Androscoggin River, Cross Canal No. 3, and Lincoln and Cedar streets. The Continental Mill complex is roughly square in form with two interior yards at the north and south. Mill No. 1 and Mill No. 2 front the Lower Canal. Mill No. 2 and Wing extend west from the northern corner of the main block. Three buildings, the Wheel House, the No. 1 Store House/Repair & Machine Shop, and the No. 2 Store House, are connected and extend south from the Mill No. 4 to create the rear of the complex. The southern wall is created by the No. 4 Cloth Room building which extends from the southeastern corner of Mill No. 1 at a right angle. The two mill yards were created when a picker house, store house, and boiler room were added to the rear of the front block. There are associated freestanding buildings at the southwest, southeast, north and northeast. All buildings except the NE Valve House are contributing resources to the

[9] Christopher Closs, MHPC Survey form 236-0696, *Lewiston Mill – No. 1 Mill Wheel Room (Ruin),* 1993.

district. Office space, footwear and textile manufacturing, and a luthier currently occupy the space, otherwise it is vacant. Historically, the Continental Mills produced cotton textiles.

115. Mill No. 1, ca. 1855-56 **2 Contributing Buildings**
116. Mill No. 2 & Wing, 1872

These Italianate, transitional Second Empire five-story mills sit on granite sills atop a granite foundation in an "L" plan. The massing was created when Mill No. 2 and Wing were constructed at a ninety degree connection to Mill No 1, consolidating the mills under one roof. This construction more than doubled the size of Mill No. 1. Rising directly from the sill engaged pilasters are joined to the cornice by paired brackets. Like other mills, the engaged pilasters carry the load of the structure. The front elevation, consisting of Mill No. 1, faces east and its visual appearance is dominated by over 44 regularly spaced bays on each of the five stories, all with granite lintels and sills. The majority of the window bays are rectangular; however, the bays located the corner of each story are larger. At the ground floor, the corner bay has a corbelled brick arched window hood. At each floor the bays exhibit a flatter arch than the previous story until, at the fifth story, the bay is surmounted by a corbelled brick flat window hood. Granite keystones are present on all corner windows. On the southern end of the front façade a large iron door is present on the third story; it is believed the door was used to transfer materials in and out of the mill. The massing retains the historic dormers at the rear.

The fenestration at the mansard roof at the mills was altered when the dormers were removed from the front of the original Mill No. 1. Mill No. 2 retains historic gabled, segmented arch dormers at the western end and the roof is sheathed in standing seam metal. Otherwise the roof is sheathed in asphalt shingles. The massing retains the historic dormers at the rear.

Two towers dominate the east facing front facades. A square tower is centered on the façade while an octagonal tower is located at the northwest corner of Mill No. 2 and its wing. A second square tower is located on the western third of the massing's northern facade. Historically all towers were surmounted by steeply pitched mansard roofs. The square towers share the same fenestration pattern as the corners of the building. The sixth story exhibits a brick corbelled Palladian window. The seventh story is created by an Italianate belvedere with a set of three arched fixed 10-pane windows. Heavy timber brackets transition the pilasters to the projecting eave of the low-pitched hipped roof. The first four stories of the octagonal tower exhibit window bays with varying degrees of segmented arches. The sixth story has double arch windows, while the seventh exhibits tall, singular arch windows. The loss of the steeply pitched roofs has diminished the vertical thrust and impact of the towers which served as focal points in the complex and Lincoln Street.

The rear of Mill No.1 is dominated by additional structures and numerous added blocks. The most substantial of which is a full height, three-bay deep building built circa 1900. Unlike the building it is attached to, it has a flat roof that aligns with the top of the mansard roof of the original mill. North of this massing is the extension where the three blocks of the No. 3 Picker House extends from the main mill block. At the northwest valley of this joint is a slight tower extending past the height of the mansard roof. Under its hipped roof are paired brackets as seen on the east façade of Mill No. 1. The smokestack attached to the Boiler House is visible at the north.

117. Repair/ Machine Shop, 1872 **2 Contributing Buildings**
118. Mill No. 2 Wheelhouse, 1872

The Wheelhouse building is completely obscured by vegetation at the rear (west) façade, attached to Mill No. 2 wing at the east, and to the Repair/Machine shop to the south. It is inaccessible at the north façade. There are no historic photos that show the Wheelhouse clearly. Therefore, it is difficult ascertain the division between the two buildings.

The Repair/Machine Shop and No. 2 Wheelhouse are connected creating a rectangular massing. A ninety degree angle was created where these two buildings attach to the Mill No. 2 wing. Due to the near seamless connection between the shop and storehouse at the rear, these two buildings visually read as one. Only the front façade of the repair shop is visible. It is set back from the storehouse attached to the south elevation. Its twelve bays are rectangular though those on the second floor are taller than those on the first. All have been filled in by CMU. All window bays have granite lintels and sills. At the southern corner, a large segmented arched doorway frame remains however the size of the doors have been diminished and the remaining space has been built in. A similarly treated door is located opposite on the rear wall that when opened allows for passage through the building. The fenestration at the rear matches the front. A molded cornice is present and is supported by heavy timber rafters than extend through the brick wall. The building is surmounted by a flat roof. Aerial imagery indicates the roof is sheathed or treated with asphalt.

119. No. 1 Storehouse, ca. 1872, alternations ca. 1950 **1 Contributing Building**

Built in the Engaged Pilaster style, the building has no capitals where the pilasters end in the cornice. Constructed of bricks and supported by a granite foundation, the first story is raised as indicated by a water table. The Storehouse does not exhibit any first floor bays other than a large loading bay opposite the access roadway to the mill yard at the rear of Picker House No. 3. There are regularly placed windows on the second floor to allow light in. First story bays would be covered by stored materials. Half of the second floor bays are segmented arch eight fixed paned windows while the others were large rectangular windows now filled in with CMU. There is minimal brick corbelling at the eave. It is surmounted by a low-pitched gable side roof sheathed with asphalt shingles. Alterations include the joining of the two storehouses. The joining structure is a two story four bay addition that extends out from the narrow infill between the two buildings. A loading dock is attached at the north. It is surmounted by a flat roof and aerial images indicate it has been treated with asphalt.

120. No. 2 Storehouse, 1872, alteration ca. 1950 **1 Contributing Building**

This gable front warehouse is constructed of brick in the Engaged Pilaster style and is similarly massed as the No. 1 Storehouse. The foundation is brick, though there is evidence of concrete repairs. Two sliding shed doors with a galvanized metal track that extends horizontally the middle half of the width of the storehouse are present on the south facing front façade. The heights of the doors are approximately one quarter of the height of the elevation, minus the additional height of the gable. The south elevation is unremarkable in style save for cornice returns and brick. Interestingly, there is no corner pilaster on the gable end of the building but there is on the east and west elevations. The west elevation is 10 bays with a modern one-story storage facility with loading dock located at the northern end. This fenestration pattern is repeated on the eastern façade. The roof is sheathed with asphalt shingles.

121. No. 3 Picker House, ca. 1855-1858 **1 Contributing Building**

This structure is comprised of an approximately 60' X 158' main block, extended by two additions, one approximately 90' by 52' (addition A) and the other approximately 22' X 33' (addition B). The main block and additions create a 23-bay building. Each block is five stories with an exposed one half-story basement. Constructed of brick in the Engaged Pilaster style, the pilasters rise from ground level to a minimal brick entablature. The fenestration pattern is similar on all stories of the main block and two additions consisting of large rectangular bays with granite sills and lintels. All appear to have been closed in with CMU and painted red. Some small, one pane fixed sash window appears in the fourth and fifth stories of the main block.

On the south façade, a modern doorway has been placed in the elevation to the west of the fourth window from the east. On the west elevation, beginning at the second floor and continuing through the third story is an elevated, enclosed walkway that connects the Picker House to the No. 2 Storehouse. It appears to be sheathed in sheet metal and either rusted or painted a similar red as the windows bays. Attached to the northern elevation are the Card Room and the No. 5 Boiler House. The east elevation, part of Addition B, attaches to the rear of the No. 1 Mill. Addition A, located at the western end, has a projecting cornice with minimal brackets that meet the pilasters. The roofs of the main block and additions are flat and the roofing material is not visible.

122. No. 5 Boiler House, ca. 1855 **1 Contributing Building**

Sitting in the valley created by Mill No. 1 and additions made to the No. 3 Picker House, the one-story No. 5 Boiler House is attached to the smokestack that rises above the mill complex. Historically five bays long, it is currently eleven bays long but it is possible that the installation of new boilers circa 1890 extended this building to its current dimensions. The Card Room building is attached at the northwest. Constructed of brick, it lacks any ornamentation that is seen on the large buildings within the complex. The original foundation is granite and the original block is surmounted by a low-pitched gable roof. The extension is surmounted by a gable roof with an attached parapet.

123. No. 9 Wheel House/2nd Generator House, ca. 1855-1858 **1 Contributing Building**

Formed by a three-bay main block with an offset rear ell, this one story structure is attached to the south end of Mill No. 1. The main block has an a elevated poured concrete foundation which suggests it was moved or rebuilt at some point in the late 19th or earlier 20th century. The ell has a poured concrete slab foundation. Engaged pilasters rise directly from the

foundation, supporting the load of the brick walled construction. The fenestration pattern on the east elevation is three regularly spaced windows that have been filled with CMU and subsequently painted red, though the historic granite sills and lintels remain.

This type and treatment of window is also found on the easternmost of four bays of the south elevation. The remaining bays are on the ell and it is assumed that historically these were garage door bays; currently each exhibits a different fenestration treatment with differing infill materials. The bay adjacent to the main block is filled with brick and a window with four sections. The two end panes appear to be functional casement windows. The middle bay is filled with wood with decorative paneling at the bottom third. There are three one- over- one sash windows that are placed in a frame that nearly covers the full width and height of the historic bay. The westernmost bay is filled with CMU, but centered in the upper half of the historic bay is a two-pane sliding window. Both the middle and west bays have been painted the same color red as the filled in windows on the main block. Iron beam lintels are present over the historic garage door bays.

Both blocks of the structure have a significant eave extension. The cornice of the main block is molded while on the ell a simple cornice is obscured by "K" style gutters. Regularly spaced brackets are placed below the gutters. Each roof appears to be flat and the roofing material is not visible.

124. Pump House, after 1914 **1 Contributing Building**

This diminutive building is rectangular in massing, two bays wide and two bays deep. Located southwest of the main block, it is one story and placed on a granite foundation with a low-pitched gabled, asphalt shingle roof. All windows have been filled in, though heavy, rusticated granite sills and lintels are extant. The sills have been painted red. The north end of the building is slightly obscured by a change in grade and grass. The building exhibits a significant overhang with heavy molding at the fascia and rake. Its current use is unknown.

125. No. 4 Cloth Room [formerly Continental Mill Office] ca. 1855 **1 Contributing Building**

Two stories in height, this building faces south and sits near the southern edge of the complex. Thirteen bays wide and six bays deep is constructed of brick in the Engaged Pilaster style with Greek Revival details, such as symmetry and Doric capitals. It was built atop a brick foundation. The south façade exhibits 12 regularly spaced windows on the first floor, six on either side of the main entrance. The main entrance has been obscured and replaced by an attached modern, pediment entryway that is currently sheathed in vinyl. Defined by heavy, rusticated granite sills and lintels, all of the windows have experienced significant alterations. The first floor windows have been filled in and present in every other bay, starting at the second from the east, is a small fixed pane window. However, unlike many of the buildings in the district, the windows on the second story have not been filled in, but historic materials have been replaced with one- over- one-sash windows.

Each corner is anchored by a strong pilaster topped by a Doric capitol. These capitals are repeated on the pilasters across the front façade that create the recessed panels in which the windows are placed. Interestingly, the granite lintels on the second floor are not recessed between the pilasters, rather above the capitals, appearing to be part of the frieze. The molded cornice is slightly obscured by the overhang created by new roofing materials. Three hipped dormers are regularly spaced on the center of the gable side. The building is surmounted by a gable with deck roof. A diminutive corbelled rake continues up and around the gable ends at the east and west facades creating a slight parapet. The No. 4 Cloth Room has been attached to the main mill by a shed roof extension that meets the mill. The cornice line continues as a stringcourse on the main mill. At the western end a chimney has been added, obscuring some of the original fenestration. It is simply constructed with minimal corbelled detailing at the top. The north façade is inaccessible, but it is assumed that historically and presently its styling and treatment reflects the symmetrical nature found on the south façade.

126. Card Room Building, 1874 **1 Contributing Building**

The Card Room is a one-story structure attached to the northwest corner of the No. 3 Picker House. It is attached to the Boiler House at the northeast. Three bays wide and nine approximate bays long, it is constructed of brick sitting on a foundation that is not visible due to layers of pavement that have been applied on the site over the years. It is one of the simplest buildings on the site with a flat roof and no decorative details. The bays have been filled with CMU.

127. Engine Room, 1891 **1 Contributing Building**

The engine room wraps around the base of the tower that sits at the valley of Mill No. 1 and Mill No.2. It has three primary facades; all placed at angle greater than 90 degrees to one another. The west façade exhibits two bays, both large loading bays. The south façade shows two loading bays as well as an entrance door at the western corner. The southeastern façade has a near full width shed roof addition present. The structure is flat roofed and bracketed overhangs extend over the loading bays on two of the facades.

128. Lumber House/ Harness Shop, ca. 1855-1874 **1 Contributing Building**

Currently used as office space, this vernacular one story brick building sits at the southeast corner of the complex, northwest of the security shack and faces south. Supported by what appears to be a granite foundation, it has large segmented arch window bays on each elevation, all of which have been closed in with cinder blocks and subsequently painted. Rough-cut granite sills are present. All the bays have had some changes since enclosure; for example smaller one pane fixed sash windows and small window air conditioning units are seen at the south and east elevation.

Placed on the north and south elevations are three regularly spaced bays. The eastern elevation has five bays with a sixth bay sitting lower on the elevation. Historically and presently, this bay has been a doorway; currently it is partially closed in with what appears to be painted wood. The door is circa late 20th century style aluminum with a full-length sidelight to the south. The large and nearly horizontal molded cornice of the building projects in the same manner as the eastern block of the No. 9 Wheel House/2nd Generator House. The low-pitched front gable roof is sheathed in asphalt shingles.

129. Security Building, by 1957 **1 Contributing Building**

This one-story building sits at the southern end of the complex. It sits on a brick foundation and is sheathed in synthetic materials. A poured concrete stoop with three steps and metal pipe railing is present at the west facade. A door with a 9-paned window is placed in the center of the elevation. Mesh covered two- over- two sash windows flank the door. Three regularly spaced six- over- six sash windows are present on the north elevation. Three windows are present on the south façade, two of which match the fenestration pattern on the north elevation. Centered between the two is a fixed pane window. Two six- over- six sash windows are placed symmetrically on the east elevation. A large, near full width bracketed hood is present over the entrance. It is nearly parallel with the eave ends. Evidence of cornice molding and a slight cornice return has been obscured by the synthetic sheathing. Near the apex of the rakes is a rectangular vent. The front gable with deck roof is sheathed with asphalt shingles. The gable ends include slight parapet at the roof deck.

130. Emergency Fire Pump Building, after 1914 **1 Contributing Building**

This banked, one story square plan building sits near the southern end of the lot. It has been overgrown by plant material from the Androscoggin River bank that has begun to encroach onto the property. The building sits on the same grade as the rest of the complex though the poured concrete foundation extends below the bank one story in the rear. At the front façade, which faces northeast, is a recessed entryway with a wood paneled door. The brick building has pilasters at each corner. The elevations are capped by a plain poured concrete cornice. The building is surmounted by a flat roof; the roofing material is not visible. There are no additional bays visible from accessible areas.

131. No. 2 Mill Wing Gate House, ca. 1873, by 1914, alterations 1985 **1 Non-contributing Building**
Map 208, lot 5

This one story, one room gable front gate house has been rendered non-contributing due to significant alterations, including change in roofing material, sheathing, and modern window installation.

132. NE Valve House, c. 1878 **1 Non-Contributing Building**

The NE Valve House is a one story, octagonal building located at the northeast corner of the Continental Mill Complex parcel. It no longer exhibits original building materials appropriate for its construction date of circa 1878. The structure is supported by a poured concrete slab foundation. Each façade is covered in vertical flush sheathing. There is a door present at the southeast elevation and it is flanked by two mesh covered one- over one- sash windows on the adjacent elevations. There is a molded cornice at the roof eave. The roof peaks at the center and is sheathed with 3-tab asphalt

shingles. The grade directly to the northeast of the NE Valve house is higher than the foundation and obscures some of the façade sheathing at that point.

133. Main Valve House, ca. 1878 **1 Contributing Building**

This is a small one bay (below grade), one story valve house that sits below grade at the confluence of Cross Canal No. 2 and Lower Canal on the east side of the Lower Canal. Its bay is a small, segmented arch wood door with a diamond cutout serving as a window. The door is perforated by regular holes and is currently padlocked. It serves as a suppression valve house for the Continental Mill complex. Its foundation is not visible and it is surmounted by a shed roof.

134. Continental Station - CMP Transformer Building, by 1992 **1 Non-contributing Building**
65 Oxford Street, Rear
Map 208, lot 5

Just off the northwest corner of the No. 2 Wheel House (# 114) is a small, rectangular building with a gable roof and what appears to be engineered wood siding (T-111). According to a representative of the Union Water Power Company in 1993 it was built for use as shelter for transformer equipment associated with power generation at Continental Station (No. 2 Mill Wing Wheel House).[10] This building is inaccessible due to protective fencing.

Androscoggin Mill Complex
15 Locust Street (faces Lisbon Street)
Map 197, lot 45 unless otherwise indicated

Located in the southern quadrant of the district, the former cotton producing Androscoggin Mill complex is aligned along the Upper Canal and is bounded by the Gully Brook, former Maine Central Rail Line and Locust Street at the southeast, south, and northwest respectively. At the northwest, a picker house and attached belt shop extend west along Locust Street. At the southern corner of the main complex is a massing of mill, store house and picker house which extends west. Attached to this massing Mill No. 4 extends north. Unlike the long, rectangular massing that is predominate in other mills, Mill No. 4 is squarer in form. The former rail line ran along the southern boundary and served the Androscoggin Mill complex as well as the demolished Avon Mill complex which was constructed to the south of the railroad. The main block is currently used as a distribution center by Marden's Surplus and Salvage. Mill No. 4 retains some textile manufacturing function. Other current uses are unknown. All buildings are contributing resources to the district.

135. No. 1 Mill, 1861; alterations ca. 1980 **1 Contributing Building**

This four-story textile factory is sixty-one bays in length and six bays in width. Research indicates the historic tower roofs, windows and ornament were removed circa 1980; additionally it is assumed that it was at this same time the original mansard roof underwent some change. Five story towers are placed at one third and two thirds of the length of the building. The first story is stepped out from the massing of the building to create a water table. Engaged pilasters rise from the water table and each is topped by a Doric capital at the fourth story. The fourth story lintels rest on the capitals. The first story window bays have been filled in with brick while one- over- one sash replacement windows are present in the upper stories. All windows exhibit granite lintels and sills. The mansard roof has a molded overhang to create a heavy eave. The roof is currently sheathed in asphalt shingles.

The two towers, one bay wide by two bays deep, show the same window bay and pilaster treatment as the main block. Entrances to the main mill blocks are located on the east facades of each tower. The height of the door matches the corbelled stringcourse that marks the water table. The door frames are supported by a granite lintel above which a corbelled brick arch rises approximately one-half the height of the door from the lintel. A decorative, cast concrete keystone is present. Lunettes historically filled the arches; at present the north arch is built in with ply board, while the same configuration on the south tower is obscured by vegetation. Historically the towers were five stories. It is unknown when the top story, which exhibited three narrow arched bays with light colored stone keystones and a balustrade that obscured what is believed to be a low-pitched hipped roof, was removed. Currently four stories, the towers are topped by a low-pitched front gable roof with a closed pediment and entablature. This formation takes on a temple-like form and

[10] Christopher Closs, MHPC Survey form 236-0778, *Continental Station - CMP Transformer Building,* 1993.

appearance. Historically, clock faces were centered on the front facades of each tower with an additional clock face located on the north façade of the north tower.

The rear façade is dominated by two towers placed parallel to the front towers. Despite similar treatment as the front towers, the rear towers exhibit less ornamentation and detail around the doors. The upper stories appear as the front towers and here, as well as the front, the clock faces are missing. Historic images show that the rear towers did not have a fifth story. The rear façade is also partially obscured by the various buildings that are attached to it. Otherwise the bays and pilasters are treated the same as the front façade.

136. Mill No. 1 No. 1 Picker House, 1861, altered ca. 1885 **1 Contributing Building**

Attached to the No. 4 Mill at the southeast, this four-story building connects to the Mill No.1 and creates a mill yard. Quite similar to the Mill No. 1 No. 2 Picker House, it was also was raised to four stories circa 1885 when the original gable roof was altered to a lower-pitched gable roof as part of fire suppressing measures developed by mill owners and insurance companies.

The southeast façade is fifteen bays in length, while the northwest is only eight bays in length before it abuts Mill No. 4; they are the only facades visible. Reflecting its original height, Doric capitals are visible slightly below the third story lintels. This pattern is also visible at the Mill No. 1 No. 2 Picker House.

The bays of the northwest façade are all windows with the exception of a door located at the northern corner first story. The granite lintel that is present here indicates that this entrance is historic to the date of construction. The first floor windows have been filled in by plywood, while most of the upper story bays retain multi-pane windows that are dated within the period of significance; however it is unknown if they are original to the date of construction. Three windows on the third story have been filled in with a combination of ply board and modern one- over- one sash windows.

137. Mill No. 1 No. 2 Picker House, 1861 **1 Contributing Building**

Currently four stories in height the No. 2 Picker House is attached to the northeast rear corner of No. 1 Mill by what appears to a historic elevator shaft or stairwell. Historically, this structure was three-story building with a half story mansard roof. It is and has always been three bays wide by thirteen bays deep.

The roof was altered to the current low-pitched gable and in doing so the half story was increased to a full story. Built in the Engaged Pilaster style, the Doric capitals that historically marked the top floor are now seen at the third story. When the fourth story was created, no design considerations were made to the extensions. Many of the window bays have been altered with replacement windows, filled in with plywood, or a combination of both. Historically, the windows were twelve-over twelve sash windows with granite lintel and sills. At the southeast façade, a fire escape spans the first window on the fourth story to the sixth window on the first story.

The southwest façade exhibits evidence of the historic addition of the No. 2 Cotton House and the subsequent removal sometime after 1993.[11] Here, a centered door is present with a historic window to the north. On what is now the third story is a filled in historic window bay. Two bays have been added to the second story. Doric capitals at the third story indicate that this façade was intended to be an exterior wall. Parts of the façade have been painted making it difficult to ascertain if there were any other historic elements. The northwest façade exhibits similar treatment as the southeast façade.

138. Belt Shop, 1861 **1 Contributing Building**

Constructed of brick, it sits on a raised foundation with pilasters rising from the water table to the eave of a flat roof. The historic bay on the southeast façade has been filled in by brick, though the granite lintel and sill remain. The upper story bays have been altered with replacement one- over- one sash aluminum windows. The most visually interesting feature of this building by far is the chamfered first story southwest corner with corbelled top. The chamfer is supported by a rolled iron beam that is seen on both facades. Christopher Closs noted this change was made circa 1950 to accommodate

[11] Maine Historic Preservation Commission Research file for Lewiston Textile Mills and Water Power Systems, 1993. Augusta, Maine.

heavy truck freight and delivery traffic. The upper story corner is defined by the stepped detailing atop the beam. Otherwise, the building is unremarkable.

The belt shop was originally constructed to sit in a valley created when Mill No. 2 Cotton House (now demolished) was connected at a ninety-degree angle to the southern end of the Mill No.1 No. 2 Picker House.

139. Mill No. 4, 1895 **1 Contributing Building**

This four-story building exhibits very little alteration aside from extensive loss of window sashes. In fact in June 2011, it was evident that the building was being used for textile production as heard by the noise of power looms emitting from the open bay on the northeastern facade.

The southeast and southwestern façade are not obscured by additions or infill; however, those facades are inaccessible to a prevalence of "no trespassing signs." The northwest façade is eight bays wide with the Boiler House attached at the first and second stories for the width of four bays from the north corner. While the fenestration pattern is typical of the design in the district, the window bays at the mill are unique. Segmentally arched, the historic windows appear at first glance as a two- over- two pane sash window. However, the bays actually contain twelve- over twenty-four pane windows. Heavy muntins down the center and across the top third provide the feeling of a two- over- two sash window. Where alteration as occurred, the narrower muntins have been removed and ply-board has been built into each quarter. The second to last bay at the western corner has been altered to create the only entrance onto the mill yard. While two panels that create the segmented arch remain, the sill has been removed and the bay lengthened to meet a step at the base of the building.

The northeast façade is partially obscured due to a projection, most likely a stairwell, which is the connection point on Mill No. 4 for a narrow, three story, elevated passageway to Mill No. 1 via the south tower. Below and centered on this projection, on the Mill No. 4 side is a modern shed. These elements create a passageway of approximately 10' through to a small courtyard that is confined by partial facades of Mill No.1, Mill No. 4, and Mill No. 1 No. 1 Picker House.

On the south side of the Mill No. 4 stairwell, the façade is ten bays wide. Here many of the windows still exhibit small paned, sash, segmented arch windows, though most of the first story windows have been closed in and, unlike the front façade, the muntins have been removed. A modern entryway has been attached to the entrance located at the second to last southernmost bay. On the sixth bay, a historic configuration of a door and metal hood is seen, though the historic steps or loading dock have been removed. Stepped load bearing buttresses are attached to the façade in between the third and fourth as well as seventh and eighth.

The façade to the north of the stairwell exhibits one buttress between the third and fourth bay from the north. For the full length of the northeastern façade, a raised basement is seen in the form of small arch bays that most likely provided light to what was at least a partial basement. All of which have been filled in. Half the southeast façade is partially obscured by the attached Mill No. 1 No. 1 Picker House while the other half is inaccessible due to environmental concerns.

140. Boiler House No. 2, 1861, alterations 1895, 1914 **1 Contributing Building**

This building was part of the initial construction effort at the Androscoggin Mill complex. In the 1993 survey, Christopher Closs noted that the original chimney and three boilers were moved sometime after 1914.

Two stories tall, it is roughly square in plan at nine bays wide by eight bays deep and faces north. The boiler house connects to Mill No. 4 at Mill No. 4's north corner. Constructed in the plain pilaster style of brick on a granite foundation, it is simple in design. The building is currently devoid of any ornamentation including brackets, which are commonly seen on the minor buildings of the other mill complexes. A molded wood cornice extends out from the low pitched gable front roof and metal flashing is present at the rake. Aerial photos indicate that in the last 5-10 years the roof has been sheathed in white membrane.

Many of the rectangular bays have been minimally altered. Significant alterations have been limited to a few instances of complete building in with brick and in these cases, the granite sills and lintels have also been removed. However, the most prevalent alteration is minor. In these cases the lintels and sills remain but the bays have been filled with brick of ply board. Fortunately, some windows retain what appear to be original sixteen- over sixteen sash windows. If not original, it is probable these are replacements installed at some point during the period of significance.

On the southwest façade, three loading bays are located one bay north of the southern corner. That granite lintels are present indicates that the current bays are heavily altered historic window bays. The northeast façade exhibits only altered window bays. The west façade is attached to Mill No. 4.

141. No. 1 Mill Wheel House, 1861 **1 Contributing Building**
671 Lisbon Street
Map 197, lot 44

Originally the machine shop, this building was converted for hydro-electric power. It is a rectangular massed, one story building with a flat roof. Mostly inaccessible due to safety concerns only the north façade is visible, it exhibits five bays regularly placed between engaged pilasters that end at the cornice with no capitals. The bays are marked by granite lintels and sills. Though not visible because of the grade change, it is known to have a granite foundation. It is surmounted by a low-pitched gable roof sheathed with asphalt shingles.

Cumberland Mill Complex
355 Lincoln Street
Map 197, lot 16
The Cumberland Mill complex anchors the southern corner of the historic district. It consists of three connected buildings resulting in an abnormal massing. The site is bounded by Lincoln Street to the west, Gully Brook to the north, the former railroad to the east and vegetation to the south. The first constructed building, the Main Mill and Addition, faces southwest, fronting Lincoln Street. Connected to this building at the west is a rectangular dye house. Connected to the southeastern corner of the main mill is one of the district's later buildings, a large warehouse built in 1929. The warehouse is three to four times the size of the main mill.

142. Cumberland Mill Main Mill and Addition, 1868, alterations ca. 1891-1929 **1 Contributing Building**

This three-story Greek Revival and Engaged Pilaster woolen mill anchors the smallest complex found in Lewiston. Located in the southwest corner of the district, this mill is eight bays wide and six bays deep. Its massing has been diminished by the construction of the mill addition, dye house, and warehouse at the southeast, west, and east, respectively. A historic tower at the eastern corner is all but obscured now. It faces southwest with a low pitched parapet gable roof, currently sheathed in asphalt. Engaged pilasters run directly from the granite foundation to the cornice and unlike most other mills, these pilasters are not capped. Interspersed between the pilasters are square bays, each with granite lintel and sills. Care has been taken to retain or replace in kind twelve- over twelve pane sash windows. Otherwise, there is very little change in fenestration exhibited by building in with concrete.

Where a metal fire escape ladder has been installed, structural deficiency is seen in the cracking of mortar and a slight sinking of the northern block of the mill. Additionally, many electrical conduits have been applied directly to the front façade.

The gable ends are obscured by vegetation or by infill. The building is surmounted by a gable side with deck roof with slight parapets at the gable ends. Pilasters on the gable ends rise directly though the pediment to the parapet and are topped by slight corbelling. The cornice is detailed by brick corbelling as well.

The addition at the west is five bays wide and seven bays deep. The addition is minimally detailed, but exhibits the same engaged pilaster construction. The fenestration of the mill addition is the same as the mill. The addition faces southwest, but unlike the main mill, it is surmounted by a low-pitched parallel side gable roof.

143. Dye House & Finishing Room, 1906, alterations ca.1980-1985 **1 Contributing Building**

This one story building was built in the plain pilaster style. It is eleven bays wide and eight bays deep. Connected to the main mill at the south, it served to finish the raw cloth after it had been woven. The connection ensured that material was not exposed to elements when moving from one building to another. It faces southeast and is approximately twice the size of the main mill.

The bays are large segmented arches. Historically, they had multi-pane sash windows however, one- over- one sash windows were installed in the 1980s. The building is surmounted by a low-pitched roof sheathed with asphalt shingles. A molded cornice is visible over heavy, squat rafters that extend through the brick wall. Its foundation is not visible.

144. Warehouse, 1929 **1 Contributing Building**

This utilitarian, square warehouse was constructed late in the period of significance. Facing southwest it is three stories, five bays wide, and approximately the same length. It is surmounted by a shed roof and currently sided in asbestos tiles. The roofing materials are not visible. The warehouse was built to connect the main mill and addition, obscuring the rear façade of the addition and enclosing the historic tower. Nine twelve- over eight- double sash windows are present on the upper two stories of the front façade.

On the first story a covered concrete loading dock spans nearly full width from the valley created by the connection with the addition to the main block. It has a corrugated metal shed roof that is attached directly to the Warehouse to allow for loading trucks. However, the rear of the Warehouse faces the historic railroad that served many of the complexes including the bleachery, Hill Mill, and Androscoggin Mill.

Other Contributing Buildings

145. Lewiston Machine Works (Union Water Power Company) Shop, 1908-1914 1 Contributing Structure
166 Main Street/ 26 Chapel Street Alley
Map 207, lot 20

Now owned by the same company as the canal system, this front-gable, two-story building sits on a brick foundation built slightly below grade. Rectangular in form, the long façade faces east. The walls are currently sheathed in asbestos shingles. Present on the east façade is a wood garage door and a modern vinyl door. Four bays of six-over-six sash windows are evenly distributed along the second story. The northernmost bay on the second story contains a large door over which a cast iron beam extends out from the wall. The north elevation is two bays deep. The first floor exhibits two paired sash windows, covered with plywood and the two second story bays are two symmetrical placed six-over-six sash windows. The west elevation has four sets of paired or tripled twelve-over-twelve sash windows on the first floor (most of which are now covered with plywood) and four smaller six-over-six windows on the second floor. The south elevation contains a pedestrian door and a twelve-over-twelve sash window on the first floor and no openings above. The wood cornice remains and there are cornice returns. The roof is sheathed in asphalt shingles. This resource is not correctly located on the map.

Lewiston Machine Works was formed after the Lewiston Machine Company ceased business in 1906. This building first appears on the 1914 Sanborn map. In 1922 it had been obtained by the Union Water Power Company and housed a drafting company. By 1950 it functioned as a chemical laboratory. Another manufacturing facility – the George H. Harvey Machine Shop- was located immediately to the south of this building but it was demolished between 1922 and 1950.

146. Union Water Power Company Storehouse, built between 1908-1914 1 Contributing Building
Chapel Alley/Main Street
Map 207, lot 20

This irregularly massed frame building was built as a store house by the Union Water Power Company and used to store canal maintenance equipment. The main section of the building has a rectangular foot print, concrete foundation and two full stories under a single pitch roof that slopes down to the west. Appended to the entire length of the west side of the building is a one-story, one-bay addition, also with a shed roof pitched to the west. Both section of the building are clad in vinyl siding and the roof appears to be covered with a rolled composition material. The east elevation is set at the very edge of Chapel Alley: it contains four evenly spaced one-over-one windows on the second story and one matching window and a freight door on the first floor. The south elevation contains one over-head garage door in the addition, and two freight doors (one of which is on the second floor) and a now-blocked pedestrian door in the larger mass. Two one-over-one windows flank the second floor freight door. The west elevation, which is visible only from across the river, has

an equipment door in the addition and three one-over-one windows equally distributed along the upper floor. There is no fenestration on the north elevation.

This building and the adjacent shop are both located behind chain-link fence and access is limited.

Residential/Social/Commercial Blocks: Cross, Beech, Chestnut, Lincoln, Oxford to Cross Canal #2

Several properties within this block were recently purchased and demolished in part to prepare for the installation of a possible railroad line between the former Grand Trunk Railroad line and the lower MCRR line.[12]

147. Triangle Service Center, ca. 1954 **1 Non-contributing Structure**
61 Lincoln Street
Map 208, lot 54

This one-story former gas station is two bays wide and five bays deep. Orientated east it sits on a poured concrete foundation and the concrete block walls are clad with stucco or metal veneer. . A centered chimney rises from the flat roof. Present on the front façade is a period door at the southern corner and an altered corner window wraps around to the north façade. Between the corner window and garage bays is a door that enters to the waiting room. The north façade is dominated by three one-story garage bays. The original garage bay doors, each of which contained multiple small panes of glass, have been replaced with modern overhead doors. The most distinguishing features of the building are the square panels of rolled aluminum that sheathe much of the structure. Photographs from 1970 show the building as a Chevron gas and service station. Note, this building is not eligible under the current areas and period of significance but in the future it may be evaluated as individually eligible as a type of service station.

148. Multi-Family Residence, 1905 **1 Contributing Building**
69A-69B Lincoln Street
Map 208, lot 52

This five-story, wood-framed multifamily building is orientated east, facing the rear of the Bates Mill Complex. It is surmounted by a flat roof with a heavy cornice that extends past the facades. The east façade contains two three-bay windows which extend from the granite and brick foundation directly into the cornice line. Currently all facades are sheathed in vinyl and windows are aluminum replacements. The south façade is ten bays in length which includes three bay windows. Two of these bay windows match the styling and placement of the bay windows on the eastern elevation. The first is placed to the west of the eastern most bay, which is a single one-over-one sash window. The second set of bay windows is placed five bays to the west of the first set.

On the first floor, there is an entrance with a bracketed, gabled hood in place of the set of window as seen on the above stories. West of the second set of bay windows is a pair of one- over- one sash windows on every story excluding the first where an entryway with a bracketed gabled hood is present. The western façade consists of three irregularly placed one-over- one sash windows on each story.

The north façade is dominated by engaged porches that spans approximately one half of the length of the building. One is present on each story and they are centered on an exterior staircase that is attached to the center of the façade. The primary structural support for the porch is four full height posts that tie into the building on the fifth, third, and second stories. Between the posts and the façade are wood railings. Each porch serves as secondary means of egress for the apartments in the buildings. On either side of the exterior stairs is one door and one- over- one sash window. Additionally, there is a door to access the rear of the building at the west end of each porch. Each story of the west end of the façade contains two windows. The cornice line of this façade is dominated by a gabled parapet at the roofline.

[12] Douglas I. Hodgkin, *The Lewiston and Auburn Railroad Company, 1872-2009* (Lewiston, ME: Lewiston and Auburn Railroad Company: 2010), 101. According to Hodgkin, "The DOT grant was used to buy the Grand Trunk Depot and other properties, including " the vacant lot across from FX Marcotte Furniture, a vacant lot on the corner of Cedar and Lincoln streets, another lot on Lincoln Street next to the old fire station, and residential properties in Little Canada." Included in these acquisitions, which actually cost 2.6 million dollars, were an apartment building on the corner of Cedar and Lincoln Streets, an apartment building next to the Depot, and the Couture Recreation Center, a converted nineteenth century public school building." Page 101. The internal quote is from the *Sun Journal,* August 5, 2004.

The building is surmounted by a flat roof and the sheathing material is not visible. The cornice line of the southern façade is dominated by a gabled parapet at the roofline.

This is the largest, and most architecturally interesting, wood-framed multi-family apartment building remaining in the historic district. The building contains 16 apartments with a total of 32 bedrooms.

149. Carquest Auto Parts, 1963 **1 Non-Contributing Building**
2 Oxford Street
Map 208, lot 12

This one story building, with a foot print of approximately 67' by 175', faces north and sits on a parcel near where Cross Canal No. 1 begins to flow into the Lower Canal. Constructed of concrete block on a concrete slab foundation and surmounted by a flat tar and gravel roof, this utilitarian commercial building is unremarkable in appearance. Currently on the façade there are two fixed panes windows and an aluminum door flanked by two sidelights and transom, but as designed it had two plate glass windows on either side of the center entrance. The building is set back from the street to allow for parking to the north and west. Prior to the erection of this building the northern half of the lot had been the location of a U-shaped tenement that dated to at least 1886 and the southern half had been a commercial lumber yard.

150. Multi-Family Residence, ca. 1890 **1 Contributing Building**
32 Oxford Street (rear)
Map 208, lot 15

This triple-decker multi-family residence is located on a back lot; until 2013 an early 20th century four story apartment occupied the street-side lot, # 14. Four bays wide, it faces south and is supported by a brick foundation. All window and door bays have been replaced with modern materials. The first floor windows are vinyl casement windows, while the upper stories exhibit one-over-one sash windows. One of bays on the first floor is a vinyl door with a fan light. It is sheltered from weather by a bracketed window hood. The building is balloon framed and is supported by a granite foundation. The entire structure is sheathed in wood shingles and is surmounted by a flat roof. A chimney extends from the roof at the northeast corner.

151. Grand Trunk Railway Station, 1874 **(1 Contributing Building)**
Listed, 6/4/1979 (# 79000127)
103 Lincoln Street
Map 208, lot 45

Located at the terminus of the now defunct Grand Trunk Railway, this building was the first point of entry for immigrants who made their way to Lewiston to work in the mills. Built of brick this one story building is structurally sound and sits on a granite foundation. It is surmounted by a regularly pitched side gable roof that is currently sheathed in asphalt shingles. Two chimneys are centered on the ridgeline one quarter of the approximate length of the building from each gable end. Each is heavily corbelled near the top with heavy brick storm collars at the base.

A decorative King-post truss is in the eastern gable; it is more decorative than traditional Stick style trusses, indicating a transition to the Queen Anne style. The roof eaves hang substantially over the structure. On the gable sides, the eave is supported by knee braces. The north façade is dominated by the painted sign with "Grand Trunk Railway Ticket Office" and while faded, it is still visible on the mostly brick surface. Centered between two faded, painted ribbons that list the destinations of the Grand Trunk Railway is a set of double one- over- one paned sash segmented arch windows. Window hoods have been created by brick that has been laid vertically. Historic photos show that six- over six- paned sash windows were originally installed. Like all the windows on the building, there is a simple granite lintel present.

The north façade has a pattern of ten regularly spaced bays: five single windows that exhibit a six- over six- paned sash configuration with the same vertical brick hood as seen on the east façade. There are five doors present, each with an arch transom light above, which is capped similarly to the windows. While all bays are regularly spaced there is no pattern between the placement of doors and windows in those bays. The north and south elevations do not reflect the same window and door placement. However, the door and window types are identical throughout.

152. Lots on block bounded by Cross, Beech, Oxford and Lincoln Streets **Non-Contributing Site (part)**
Map 208, lots 13, 14, 16, 17, 47, 48, 49, 50, 51, and 53

Lots number 13, 16, 47, 48, 49, 50,51, and 53 are currently undeveloped, although some of these lots had residential structures as recently as 2012.
Lot number 14 was the site of an early 20th century apartment until it burned in 2013
Lot number 17 has been developed into a designed hardscape/landscape, containing curvilinear pedestrian paths, planting islands and granite benches. Three lines of iron rail are visible in the concrete pathways. This designed space continues onto the north half of the Grand Trunk Railroad (#147) lot (208-45) and connects visually with the pedestrian bridge over the canal that previously served as the Grand Trunk Railroad Bridge (#23).

153 House of Pizza, 2003 **1 Non-contributing Building**
95 Lincoln Street
Map 208, lot 46

This two story commercial establishment has stucco walls, an upstairs deck, large windows and a paved driveway. It was constructed as a restaurant in 2003. Previously this was location of the Swift & Company whole sale beef processing and cold storage facility, which was established between 1892 and 1897.

154. Industrial Shop, ca. 1900, alterations by 1950 **1 Contributing Building**
46 Oxford Street
Map 208, lot 18

Configuration complete by 1950 Sanborn.

Facing west, this two and one half story complex is irregularly massed due to the number of additions that are present. It is believed that the first construction consisted of two blocks connected at the southwest and northeast corners. A large square addition, completed by 1950, has been added to the rectangular secondary original block at the southeast. The ell is six bays wide, with the southern half of the length dominated by three large garage doors, each of a different style. The northern half contains two modern doors and two one- over- one sash windows. The foundation material, assumed granite, is obscured by the grade due to the application of asphalt sidewalks and roadways in the last fifty to seventy-five years.

A rear ell is connected to the north original block which extends the massing to the back of the south original block. On the front of this massing is a full-length glass paned door located at the north corner and a one- over- one sash window is directly below a projecting cornice line. Aligned above the first floor window is another one- over- one sash window. The north façade, including the rear ell is three bays wide. One window is located in the main block and is roughly the same dimensions as those windows seen on the front elevation. There are three regularly spaced windows of the same styling in the second story of the main block; all windows have been filled in with plywood. Where the rear ell is attached to the main block are two large openings that were historically delivery doors and both have been closed in with vinyl. The second story of the ell contains two windows that have been filled in with ply board. The main block has a shed roof with projecting cornice, while the rear ell is surmounted by gable roof sheathed with asphalt shingles.

155. Lots on block bounded by Beech, Chestnut, Oxford and Lincoln Streets. **Non-Contributing Site (part)**
Map 208, lots 19, 20, 21, 41, 42, 43, 44, 158

Lot 19 is a fenced storage yard associated with # the industrial facility at 46 Oxford (#154).
Lot 20 is an undeveloped lot that contained an apartment house until c. 2007
Lots 21, 41, 42, 43, 44 and 158 are paved parking lots

156. Child's Park **Non-Contributing Site (part)**
Map 208, lots 61

This rectangular parcel stretches between Bates Plaza 2 and Lincoln Street. The park serves as a pedestrian access point into the mill complex from street. The park is hardscaped with concrete walkways, metal benches, grass,

deciduous trees and "old fashioned" pedestal street lamps. The park's name reflects the Childs Linen Supply Company that occupied this site until sometime between 2007 and 2010.

157. Lots on block bounded by Cross Canal #1, Chestnut, Lincoln and Mill Streets. Non-Contributing Site (part)
Map 208, lots 64, 56, 82

Lots 56 and 82 provide paved parking for the Bates Mill Complex.
Lot 64 is a private parking lot for F. X. Marcotte Furniture (# 154).

158. F. X. Marcotte Furniture Building, 1902-1908 **1 Contributing Building**
132 Lincoln Street
Map 208, lot 65

This four story commercial Renaissance Revival style building is at the northeast corner of Lincoln and Chestnuts streets and is constructed of blond brick. The southwest corner is chamfered, creating a one bay wide façade; otherwise the massing is square. Surmounted by a flat tar and gravel/composition roof, the eaves have a significant overhang and are supported by single brackets. Paired brackets sit on a brick string course. The south and west facades, while having the same decorative treatment, are not symmetrical. Below the stringcourse, all facades contain single, double, and or multiple sets of windows with corbelled arch hoods that are all presently filled in with vinyl sheathing. The fenestration pattern of the south façade is five sets of double windows with one singular window at the southwest corner. The west façade prominently displays a set of four windows with two singular windows to the south. All window bays have granite sills.

The second and third stories were designed to be interpreted as one; this is achieved with tall windows that are capped only at the third story with crenellated square window hoods. The two stories are visually defined by decorative, three-dimensional, brick panel inserts at each bay (with the exception of at the northwest corner). Within the panels, the headers of the bricks have been laid diagonally to create a diamond pattern. Each panel is surmounted by a granite lintel that also serves as the upper story window's sill and brick molding. The bottom of the brick insert serves as the lintel for the lower story window. While these two story bays serve as a focal point for the whole of the building, the façade at the second and third stories is dominated by a large opening at the northwest that spans the width of the set of four windows seen on the fourth story. The presence of a crenelated hood indicates that this configuration is original. Additionally, two regularly placed windows are on the west façade. The decorative brick panel seen at the other windows is not seen at this location.

On the south façade there are five regularly placed windows. These windows are wider than the windows seen on the western façade. A sixth window, matching the dimensions of the two single windows on the south façade, is placed at the southwestern corner of the south façade. There is a single, narrow window located on the corner façade. Above this window a carved granite block, with the name "Marcotte" raised, has been placed in addition to two smaller granite blocks in the shape of arrows have been laid to mirror the square window hoods seen below.

The first story has been significantly altered, more so than the top stories. The historic storefront façade on the first floor has been minimally altered. Most of the façade is large single pane fixed replacement windows. Two columns support the chamfered corner with a fixed pane between them. One third of the southern façade historically and presently is brick with a recessed panel. The north façade contains panels over the window where the stores name is mounted in gold lettering.

159. Chestnut Street Garage, ca. 2000 **1 Non-Contributing Structure**
26 Chestnut Street
Map 208, lot 81

This three story open air parking structure is constructed of cast iron H-beams treated to create a mint color. Bounded by the rear of the Hill Mill complex, Chestnut and Lincoln streets, and Cross Canal No. 2 the structure encompasses an entire city block. At each corner, a tower rises for three and one half stories, housing stairs and elevator shafts. The foundation is poured concrete with a low brick wall rising with regularly place poured concrete footings for the ironwork serving as posts. From the footings rise H-Beams that are slight taller than the two beams directly adjacent on either side, forming sets of three. These sets are regularly placed between the towers providing contrast between the green of the

beams and black voids of the interior space. The arch of the tower roofs matches the arch of the automobile entrance and exit points. The structure is surmounted by a surface parking lot.

160. Dominican Block, 1882[13] NR (1 Contributing Building)
Listed 1/15/1980 (#80000212)
143 Lincoln Street
Map 208, lot 40
Architect: George Combs

The Dominican Block is a rare example of eclectic styling in a non-residential context. The block is four and one-half stories tall and is of brick construction with granite trim and a gable front roof. The gable end façade faces west and is six bays wide. The first floor is covered by a granite string course, and three (historically four) shop windows. The second and third stories each contain six pairs of one-over-one-sash windows, each covered with a common granite lintel.

The fourth floor sits above a dentiliculated running course and contains six two-over-two windows, each with its own lintel. The half story features the block's principal decorative detail, an ornate pediment covering three bays. The central one is a pair of two-over-two windows beneath a blind arch of ornamental brick; below this configuration, a carved granite block displaying "Dominican Block" has been laid within the brick. The other two bays are arched two-over-two windows flanked by brick pilasters. The tympanum of the pediment creates a false parapet for the block. Brick pilasters rise directly from the ground to the top story. The first and fourth stories are delineated on the pilasters with granite capitols and brick triglyphs.

The south side of the block is six bays long, each bay containing windows identical to those on the south façade, here occupying recessed panels. On the north façade, there are modern lunette windows in the recessed panels.

161 and 162 Continental Mill Housing, 1866 (2 Contributing Buildings)
Listed 7/10/1979 (#79000124)
64 Oxford Street
74 Oxford Street
Map 208, Lots 22 and 23

The following description has been excerpted from the National Register nomination form for 64 and 74 Oxford Street.[14]

These buildings are all remain of the many substantial mill blocks that once lined Oxford Street. The Continental Mill Housing blocks, constructed between 1865 and 1866, are large brick buildings in the transitional Greek Revival-Italianate style, designed and built under the supervision of Amos D. Lockwood and Albert H. Kelsey. The buildings were used by the Continental Mill as housing for its mill workers. Originally fronted by elm trees and lawn between them and the canal, these substantial brick structures, gave a dignity and character to the neighborhood. The very plain, almost severe, treatment of the windows indicate Greek Revival influence as do the doorways with brick pilasters supporting granite lintels.

The buildings, which face west, are very restrained and consciously balanced. They are identical but for two features on the southern building. Here a central façade belfry of frame construction (a later addition) and a one-story colonnaded wooden porch on the north end have been added indicating religious and educational purposes. The flat roof and overhanging eaves with their supporting brackets illustrate the Italian influence.

The blocks are four stories tall with eight internal end chimneys and low-pitched hipped roofs. Cornices are bracketed. Fenestration, where original, are six- over- six sash windows; otherwise two-over-two replacement windows are present. All windows are simply enframed [sic] with granite lintels and sills. The buildings are six bays deep with front facades ten bays wide. The two-façade entrances to each block are symmetrically placed and are deeply recessed. The southern

[13] This description is excerpted from Richard Candee and Frank Beard, "Dominican Block National Register of Historic Places Inventory-Nomination Form" (Washington, National Park Service, 1979).
[14] This description is excerpted from Frank A. Beard and Robert L. Bradley, "Continental Mills Housing National Register of Historic Places Inventory—Nomination Form" (Washington: National Park Service, 1979).

entrance of the southern block has been blocked. Below, granite string-course windows for a full basement are small and square. Quoins are present below the string-course.

The rear of the buildings are somewhat obscured because infill has been added to the rear of the original U-shaped massing. However, noteworthy features of the rears are the modern porches that are present on all stories. Built of cast iron, they provide secondary means of egress for this housing complex. The brackets under the cornice as seen at the front façade are present at the rear as well as pilasters. All the visible windows retain the historic treatment of a granite lintel and sill, but most exhibit a one- over- one sash. One window on the second floor has been filled in with brick. Additionally, modern brick walkways have been built and has created semi enclosed courtyards between the two buildings north of the cross canal. Another walkway has been built at the second story and a large open-air courtyard is visible.

163. Continental Mill Housing, 1866, altered c. 1908 **1 Contributing Building**
88 Oxford Street
Map 208, 25

This brick building was originally constructed in 1866 along with the buildings at 64 and 74 Oxford Street, and shares the same plan, materials and detailing as the other two mill blocks. However, the south half of the building was removed circa 1908 in order to create room for the construction of St. Mary's Church on the adjacent lot. Today this building represents half of an original mill block.

The block is four stories tall with internal end chimneys and low-pitched hipped roofs. The façade is five bays wide and a one-story wooden porch with Doric porch supports and a turned balustrade is positioned on this elevation. A small elevated, side entry on the north wall is set behind a staircase and high deck.

Both 88 and 74 Oxford Street were purchased by St. Mary's parish in 1907; the former became the parish rectory and the latter was converted to a school and convent. The Rectory is still owned by the parish, but the school/convent is once again apartments.

164. Garage, by 1997 **1 Non-contributing building**
88 Oxford Street
Map 208, lot 25

At the end of the driveway for 88 Oxford Street is a two-car garage erected by 1997. This gable front building has vinyl siding, a single overhead garage door (vinyl) and eaves and corner trimmed with vinyl.

165. Multi-family House, c. 1886 **1 Contributing Building**
155 Lincoln Street
Map 208, lot 38

This narrow and long three-and-one-half story wood frame apartment house was constructed in 1891 according to city assessing records, but it appears on the Sanborn maps as early as 1886. The building contains three residential apartment currently. Facing east towards Lincoln Street, the building has three bays on the second and third floors and two bays, including the main entrance, on the first floor. A dormer sits on each side of the front gable asphalt roof, and a single chimney emerges through roof to the west of the south-side dormer. Siding is T-111 boarding on the first floor and asbestos shingles on the upper levels. The foundation is brick. A one-story rear ell expands the ground floor living space at the rear of the building and three flights of wooden stairs and porches are located atop this addition. With the possible exception of the third floor, all the windows and doors are replacements. A photograph in the city assessor's office from 1967 shows asbestos siding on all floors. The first floor appears was used as commercial space, selling candy, groceries and/or tobacco through 1922, after which time it is described as a flat on the Sanborn maps.

166. Labadie's Bakery, ca. 1886, additions 1960 and 1966. **1 Contributing Building**
161 Lincoln Street
Map 208, lot 37

Facing east, this one-story commercial building has been home to the Labadie Bakery 1937[15], before which it was a 3 ½ story tenement that times also contained a barber shop, hardware store or other commercial establishments on the first floor. Comprised of a central section (bakery store) and two long side bays added in 1960 and 1966, the building has a concrete slab foundation with brick rising directing from it. The side bays are both recessed from the central mass and slightly lower in height. The entry to the commercial space is four bays wide with a store front consisting of two bay windows cased in aluminum with angled returns to the entrance way. The door is a single pane of glass cased in aluminum. The fourth bay is a single fixed paned window. The bays are placed asymmetrically on the façade. Brick pilasters rise from each corner, meeting a stepped cornice that is currently sheathed in vinyl. Each section of the roof is flat with tar and gravel covering the south ell and roll roofing used on the original section and the north ell. Over the entryway, spanning near full width of the building is a canvas canopy with a scalloped edge advertising the bakery's name. Wood sheathing meets the partial brick wall on either side of the main block until the intersection with the ells. Both ells were constructed of cementatious masonary units.

It is not known if the original tenement burned or was intentionally reduced to one story height, but the 1957 Sanborn map indicates that it was a multi-story building. The northern ell, built in 1960, has no fenestration while the 1966 ell contains a wide over-head garage door and a pedestrian door. Up until 1957 the Sanborn maps show that the bakery was flanked by 3 ½ story flats similar in size and scale to 155 Lincoln Street (#160).

167. Paved parking lot **1 Contributing Site**
147 Lincoln Street
Map 208, lot 39

This paved parking lot is on the block bound by Chestnut Street, Cross Canal # 2, Oxford Street and Lincoln Street, and provides parking for the buildings at 155 Lincoln Street and 143 Lincoln Street. This is a double lot that once contained two multi-family flats similar in size and scale to 155 Lincoln Street (#160); the southern example was removed by 1922 and the northern building by 1950. The lot is considered a contributing site as it served as a parking lot for the densely constructed neighborhood during the period of significance.

168. Warehouse, c. 1872 **1 Contributing Building**
17 Island Ave
Map 207 lot 19

Originally constructed for the H.H. Dickey Belting Company, this two-story flat roofed, utilitarian industrial building was acquired by the Union Water Power Company by c. 1957. The brick and concrete foundation of the building is integrated with the eastern sidewalls of the canal. The frame building has vinyl siding, a strong cornice and an unusual parapet wall on the south elevation. There are eight window bays in the full basement on the east elevation, and six bays on the upper two stories. The primary facade is on the west side and features an irregular fenestration pattern of window bays (3) on the second floor and window (2) and doorways (3) on the first floor. The shorter south elevation has four window bays on each floor, while the north elevation contains no openings.

The building served as the manufactory of the Dickey belting company for over 80 years, and produced top roll covers and leather and fabric machine belting for the textile industry.[16]

Notable Resources Destroyed Since the End of the Period of Significance*
Cowan Mill: 2 Mill Street
Libby Mill: Mill Street
Avon Mill: 296-310 Lincoln Street
Gas Works: 332- 342 Lincoln Street
Maine Central Railroad: Mill Street replaced the former rail line.
Grand Trunk Rail yard: West of Beach Street.

[15] According to Lewiston Directories and Sanborn maps, Odilon Labadie was a baker that worked for others between 1920 and 1925 before founding his own bakery. Initially the bakery was located at 193 Park Street. It moved to the current location in 1937.

[16] Christopher Closs, MHPC Survey form 236-0821, *Union Water Power Company, fmr H.H. Dickey Belting Co.,* 1993.

*The district boundaries reflect the loss of these resources and the parcels that these resources once sat are not included; however, the names of these resources are noted on the keyed maps.

LEWISTON MILLS AND WATERPOWER SYSTEM HD
Name of Property

ANDROSCOGGIN COUNTY, MAINE
County and State

8. Statement of Significance

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

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

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

Property is:

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

Areas of Significance
(Enter categories from instructions.)

INDUSTRY
ENGINEERING
ARCHITECTURE
SOCIAL HISTORY and ETHNIC HERITAGE
COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1850-1950

Significant Dates

1850
1861-1864

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

FRANCO-AMERICAN
FRENCH CANADIAN

Architect/Builder

Whitman, David (1799-1858)
Lockwood, Amos. D (1815-1884)
Kelsey, Albert (1811-1901)
Kahn, Albert (1869-1942)
Stevens and Coombs

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Lewiston Mills and Water Power Systems Historic District reflects the significance of Lewiston as an important textile manufacturing center in Maine and Northern New England from 1850 to 1950. The district's complexes, stores, schools, commercial, industrial and social buildings and infrastructure of the predominately cotton textile industry were the stimuli for Lewiston's development as a city, its economic success and subsequent population increases, including the prolific immigration of French-Canadians. The district includes 165 resources in total, 132 of which contribute to the district's significance. In addition to the six extant mill complexes and power canal system, the district counts a dedicated bleachery, machine shops, social and religious buildings as well as worker housing, including three remaining company housing blocks. These events provide local and state wide significance to the Lewiston Mills and Water Power System Historic District under Criterion A for Industry, Community Planning and Development, and Social History and Ethnic History and under Criterion C for Architecture and Engineering. The level of significance is local for Community Planning and Development, Social and Ethnic History, and Architecture but the district has statewide significance in the area of Industry and Engineering. The period of significance starts in 1850, the date of the oldest extant building and structure, and ends 100 years later as the industry contracted and facilities closed.

Narrative Statement of Significance

Lewiston is part of a "mill era . . . passing into history along with the old-timers who remember. [Lewiston] is left with a permanent legacy – the industrial skeleton and reordered geography upon which the present is built. Not even neglect can obliterate the structure."[17]

Criterion A: Industry

The textile industry was an economic driving force in Maine due to the powerful rivers that flow into the Atlantic. The district is significant because it reflects the maturation of the textile industry in the United States in terms of industrial planning and output prior to and during the Civil War. It was built upon by early successes in mill technology seen in early 19th century Rhode Island at Slater's Mill, and at the mill complexes of Waltham and Lowell, Massachusetts, a generation later.

At Waltham, Francis Cabot Lowell created a model that "was the first truly modern factory in the United States, for it integrated and mechanized production from raw material to finished product under single management and within a single factory."[18] This method, known as the Waltham system, was perfected in Lowell, Massachusetts and executed with finesse in Lewiston.[19]

Circa 1850, a syndicate consisting of investors from Boston including Thomas J. Hill, Lyman Nichols, George L. Ward, Alexander De Witt, and perhaps most importantly, Benjamin E. Bates formed the Lewiston Water Power Company. They were granted a charter to develop the canals and mills, which in turn stimulated growth in the burgeoning city. Within fifteen years, the country was heading towards civil war. By having the foresight to stockpile quantities of cotton prior to the outbreak of the Civil War, the company [owning or developing several of the mills] were able to operate at near-capacity and supply the Union forces with tenting canvas and other essential materials throughout the war period. Steve Dunwell, author of *Run of the Mill* writes, "high profits from domestic production and war contracts rewarded their speculation; all mills expanded their plants. During the war decade, Lewiston's population grew by eighty percent."[20] The Lewiston mills, along with *one* mill in Rhode Island, were the only prosperous mills in New England during and immediately after the Civil War.

Lewiston was one of two substantial textile industrial-based communities in the state, the other was in Biddeford and Saco, in York County. As described by author Steve Dunwell in his photographic narrative of New England Textile industry, the industry was a "single outstanding economic organization [that] exercised predominant control over Lewiston

[17]Steve Dunwell, *The Run of The Mill: A Pictorial Narrative of the Expansion, Dominion, Decline and Enduring Impact of the New England Textile Industry* (Boston: David R. Godine, Publisher, 1978) 281.

[18]Glenn Porter and Harold C. Livesay, *Merchants and Manufacturers: Studies in the Changing Structure of Nineteenth-Century Marketing* (Baltimore, The Johns Hopkins Press, 1971), 23.

[19]National Register of Historic Places, Boston Manufacturing Company, Lowell, Middlesex, Massachusetts.

[20]Dunwell, 104.

as chief employer, major landholder and landlord, and most importantly, tax payer".[21] Vestiges of the industry are also seen in the cities of Augusta, Waterville and Brunswick. Historian Paul Rivard places Lewiston in context of New England's textile industry writing, "by the time of Lewiston's development [in the mid-nineteenth century], the American cotton industry had reached a mature phase, both economically and technologically. Lewiston was not an experiment. The city's turn came relatively late, but the factories built here were among the largest and most modern in New England."[22] Lewiston's industrial significance is not only attributed to the size and modernity of the factories, but to the greater system of which the factories were integral. Lewiston's industry was self-reliant due to the machine company, industrial bleachery (potentially the largest in the US at the time), and power generation that was executed within the district. With the presence of these integral aspects of industry, mill owners had very little reliance on outside sources for power looms, machinery, finish processes as well as other needs that may have arisen.

The significance of the industrial successes of Lewiston is attributable to an adequate power supply and means to transport goods in and out. Lewiston Falls was one of the best sources found in New England in both in untapped potential and the resulting quality of engineering seen in the latter half of the nineteenth century. But without the rail lines, Lewiston's textile industry would have been stunted.[23] In 1849, The Maine Central Railroad connected Lewiston to points south, ending a period of relative inaccessibility. By 1900, four railroad lines converged in Lewiston – the Grand Trunk Railroad connected to points north via Portland, and the Portland & Rumford Falls line and a lower Maine Central Railroad connected Lewiston to points west and along the Kennebec River valley.[24] The Maine Central Railroad brought raw material up from points south and transported finished textiles out of Lewiston. The Grand Trunk spur, which connected Lewiston to points North via a spur from Portland, brought in the majority of the mills' workers.

The mills, energy source, transportation, and workers fueled rapid industrial growth. In 1893 the Bureau of Labor Statistics published data that shows Lewiston was able to sustain a high level of success throughout the 1870s and 1880s. In ten years capital invested in the cotton industry in Maine jumped 36% from a little over $15 million invested to almost $21 million invested. Additional capacity to process raw cotton increased. In 1880 54 million pounds of cotton were processed; in 1890 that number had increased to 65 million pounds. The number of spindles in use increased by 27% over ten years. These figures are for the statewide industry in Maine; however it is clear that Lewiston was the most significant site of cotton manufacture. In fact, in 1895 the Bureau reported, "Lewiston is however the chief center of the industry, while the twin cities of Biddeford and Saco rank next in importance." By 1896 Lewiston held 34% of the spindles used by the industry while Biddeford – Saco held 29%.[25] Lewiston's preeminence as a mill town in light of a mere 4% difference in production is directly related to the *industry* of Lewiston. In the same year, the Lewiston Board of Trade publication carried an advertisement stating the Cumberland Mill $1,500,000 in capital. The publication also noted the capitol of the following mills: Hill - $1,000,000 with 54,208 spindles, Androscoggin - $1,000,000 with 68,000 spindles, Continental Mills – no capital its noted, 93,241 spindles, Avon Mill -

One feature in industrial Lewiston that distinguishes the city's significance is its bleachery. The 1901 Lewiston Board of Trade noted that "there exists in Lewiston today the 'biggest thing' of its kind in the United States, the Lewiston Bleachery and Dye Works."[26]Charles Atwood, Commissioner of Industrial and Labor Statistics, noted, "a bleachery is a necessary component of cotton manufactories; hence we find the Lewiston Bleachery and Dye Works established a comparatively early date in the history of cotton manufacture in the state."[27] The report goes on to note that most cotton manufactured in the state was brought to Lewiston for processing as well as "large quantities from Massachusetts and other New England States, and some is sent from cotton mills in the South." Raw cotton fabric that came to Lewiston for processing from other places did not return to their origin when the processing was complete, rather the finished goods were shipped directly from the bleachery (which included a folding room) to paying customers.[28] The commissioner ended his report on the Bleachery on a high note, writing: "That the work done here is equal in thoroughness and excellency to that done by

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[21] Ibid, 10.

[22] Paul E. Rivard, *Made in Maine: From Home and Workshop to Mill and Factory (*Charleston and London: The History Press, 2007). 124.

[23] J. Leander Bishop, *A History of American Manufacturers* (Philadelphia: Edward Young & Co., 1868), 657.

[24] ___ *Official Manual of the Lewiston Board of Trade Lewiston Maine, Portraits of Officers, Constitution, List of Members, History, Views, Etc.* 1904. Included in MHPC Lewiston Mills research file.

[25] The 1896 Report of Bureau of Industrial and Labor Statistic only provides spindle count from the following mills Androscoggin, Continental, Bates, Hill, and Lewiston in Lewiston and Laconia, Pepperell, and York in Biddeford – Saco. The Cowan, Libbey, and Cumberland Mills are missing; however the Cowan and Cumberland mills were woolen mills.

[26] ----*Official Manual of the Lewiston Board of Trade, Lewiston Maine, Containing Portraits of Officers, Constitution, List of Members, History, Views, Etc.* 1900-1901. In MHPC Lewiston Mills Research File.

[27] -----*14th Annual Report of Bureau of Industrial and Labor Statistics (*Augusta: Kennebec Journal Print, 1891) 123.

[28] Ibid, 124 -125.

similar plants anywhere, is proved by the fact that cloth is sent here from cotton mills in all parts of the country to be bleached or dyed."[29]

In addition to the bleachery, Lewiston was also the site of a large machinery company. The Lewiston Machine Company, (established by 1853) located in the northern most corner of the district above the falls supported the industry in the first decades. The *1898 Report of the Bureau of Industrial and Labor Statistics* noted the Lewiston Machine Company as one of two foundry and machine shop in the city. The report notes "the introduction of cotton and woolen mills led to the building of some of the largest in the State for the purpose of manufacturing . . . machinery." As the industry developed, the inclusion of a machine shop and foundry at each mill site became more common. This pattern is exhibited by the dedicated shops at Hill, Continental, and Androscoggin mills, some of the later built complexes in Lewiston. The Bureau noted, "this fact had a tendency to reduce the number and importance of general machine shops in the State."[30] In 1903 the *Lewiston Evening Journal* reported the company was to be auctioned. The article "Lewiston Machine Co. Plant to be Sold at Auction: One of Finest Machinery Plants in New England-Important Lessons on Manual Training Schools" stated that the company had been started "two generations ago" but was currently idle. The article stated "Its patents and special looms are of moment and there is every reason why some enterprising syndicate should take hold of this property, bid on it June ninth, and give Lewiston a much required foundry and machine shop.[31]" There is no indication that the property was bought and reopened as a shop. In fact, according to the June 12, 1905 edition of the *Lewiston Daily Sun*, the property was up again up for auction. The property was eventually again used as a mill.

In 1907 the Bureau of Industrial and Labor Statistics found that in 1900 Lewiston was first in rank of all Maine cities and towns with a manufacturing industry presence, with Portland coming in second. By 1905 the two cities had changed position though Lewiston maintained a 9.6% increase of value of goods produced. The Lewiston cotton industry produced one-third of total value of cotton produced state wide. Biddeford was ranked third. Recovery from economic down turns throughout the period of significance can be attributed to supplying the military. One example is that of Bates Mill. During World War II produced large quantities of Army duck and herringbone twill for the armed services, as well as sheets and bedspreads for service hospitals.[32] Continental Mills had $6,000,000 in war orders by 1943.[33] The mills at Lewiston prospered throughout the first forty-five years of the new century before declining in response to nationwide trends in the latter half.

In addition to cotton mills, Lewiston was home to a few woolen mills; however, they were not as large and as such did not have as much of an impact on industry as the cotton mills. In 1893, *Industries and Wealth of Principal Points in Maine* noted that the Cumberland (woolen) Mill had $100,000 in capitol and that the mill was represented by agents in New York City.[34] In 1908, the Bureau of Industrial and Labor Statistics noted in a report of women in the workplace, "the woolen mills of Lewiston are not as large as those manufacturing cottons, and consequently do not employ as many women."[35] The report noted the total employment by the wool industry was approximately 219. It also noted that the Cumberland and Lincoln mills had been shut down for parts of the year.

Criterion A: Community Planning and Development

A prominent character-defining feature of the Lewiston Textile Mills and Waterpower System Historic District is the visual impact of the large mill complexes and their relationship to the water power system. Consisting of numerous multiple story buildings aligned along one of the canals, the mill complexes dominate and define the western edge of Lewiston, rising above the banks of the Androscoggin River. The complexes dwarf the surrounding residential and commercial buildings in the immediate area. The industrial complexes are composed of multiple large buildings, often five to six stories tall. The buildings are typically connected in some fashion (save for Lewiston Mills where the two extant buildings are free standing), while smaller associated building, such as the office, wheel and powerhouses, of one to two stories high, sit in the shadows of the mills.

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[29] Ibid, 126.

[30] ---- *12th Annual Report of the Bureau of Industrial and Labor Statistics*, (Augusta, Maine: Kennebec Journal, 1899), 108.

[31] ---- "Lewiston Machine Co. Plant to be Sold at Auction: One of Finest Machinery Plants in New England-Important Lessons on Manual Training Schools" *Lewiston Evening Journal.* May 27, 1903.

[32] National Register of Historic Places, Bates Mill Historic District, Lewiston, Androscoggin, Maine, 2010.

[33] From Lewiston Research File at MHPC

[34] ----*Industries and Wealth of the Principal Points in Maine* (New York: American Publishing and Engraving Company, 1983), 81.

[35] *The 22nd Annual Report of the Bureau of Industrial and Labor Statistics For the State Of Maine*. (Waterville, Maine: Sentinel Publishing, 1908), 15.

The significance of the district can be attributed to the Lewiston Water Power Company's plan and later the Franklin Company's plan for not only the textile mills, but the city and infrastructure that would be needed to sustain the mills. From 1846 to 1850 the Lewiston Water Power Company bought most of the land which comprises what is now considered downtown Lewiston, and beyond, including in the neighboring city of Auburn. The syndicate reorganized into the Franklin Company in response to the financial uncertainty in 1856 – it then directed most of the subsequent development of downtown.[36] The buildings within the district and throughout the city are significant in that they convey a past age of little regulation and considerable influence resulting in rapid community development. For the Franklin Company, development was as simple as purchasing land and executing a vision. In little more than a decade, the Franklin Company wholly transformed a rural area with small agricultural holdings into one of the largest and most important textile industrial sites and cities in Northern New England.

In fact, the company's agent, Albert Kelsey oversaw the platting of the city's streets, the development of a common (presumably Kennedy Park) and the DeWitt House, Lewiston's upscale hotel and Franklin Company's headquarters at the corner of Pine and Park streets.[37] Kelsey remarked that 'Lewiston grew almost like a magic city' as a direct result of the conglomerates influence and development. Additionally, mill influence extended to banking institutions and the invisible lines between mill owners and agents and politicians – two groups of which are critical to any sort of urban and commercial development. First, mill principals often held direct stocks with the banks and placed their directors and agents on bank committees and boards. Secondly, those involved in mill oversight held political office. One such example is that of WB Skelton. Skelton was mayor in 1903 and 1904 while sitting on the boards of all major mills as well as the Franklin Company board.

In addition to the financial backers and Kelsey, other key individuals are important in the development of Lewiston's planning and development. One such individual was David Whitman. Known throughout the textile industry as the mill doctor, Whitman's services were critical to the community planning and development of the city. By the end of 1850, Whitman had designed the Bates Mill complex. By 1854, Bates Mill No. 1 and Bates Mill No. 2 were operational and Whitman had moved south, laying out the plan for the Hill Mill, followed by what is now known as the Continental Mill in 1856. Part of the Lewiston Bleachery and Dye works followed in 1857. "The Franklin Company [then] hired John B. Straw a civil engineer from Lowell, to come to Lewiston to assist Whitman, who was busy enlarging the Lewiston Bag Mill [later Lewiston Mill Company] and designing and constructing a large new water power canal."[38]

Also part of the industrial development was the company housing that was built in close proximity to the mills. Company-owned boarding houses were part of the system developed in Lowell and Waltham, Massachusetts. Originally constructed to house "factory girls" (young unmarried women from rural New England), the occupancy and relevance of boarding houses faded as the worker demographic changed. As the factory girl population (and the cache of being a factory worker) declined, the immigrant population increased. The predominate foreign-born population was French-Canadian, who emigrated as family units and therefore the "company boarding" house model did not fit families' needs. Families had little desire to live under the strict moral code and regiment that would have been required if residence was taken up at the company mill blocks; nor were the buildings, constructed for occupancy by single women, suited to house families. Families chose to rent private housing which resulted in the development of the Little Canada and the Irish dominated Gas Patch neighborhoods, both of which were located outside of the current district.[39]

Due to housing shortages and the retreating numbers of "factory girls" in the late 19th century, foreign born mill workers did take up residence in the company housing; however by that point the strict regimen and rules placed up the "factory girls" in the past were no longer in place. The 1908 Bureau of Industrial and Labor Statistics notes "four the largest companies have erected . . . these corporation blocks which are rented to the employees." The report also notes that the houses were well built however living conditions within each greatly depended on the level of care of the person in charge.[40] Only one mill block within the district boundaries, the National Register listed Continental Mill Housing Block on Oxford Street, remains. The Androscoggin Mill Blocks were built in 1866 and are located one block to the east of the district. One of these buildings, 269-271 Park Street, was listed in the National Register of Historic Places in 2001 (NR# 01000367).

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[36] Hodgkin, 19

[37] Ibid

[38] Lincoln, 36.

[39] Due to loss of integrity and historic fabric, these areas, to the southeast of the district have not been included within the district boundaries.

[40] 22nd Annual Report of the Bureau of Industrial and Labor Statistics, 22.

Criterion A: Social History and Ethnic Heritage

The social and cultural identity of Lewiston is wholly intertwined with the history of the textile industry. Perhaps the most significant factor of social history of the Lewiston Mills and Water Power System District are the workers that produced for the industry. Generally the population of Lewiston increased steadily with the development of the mills, rising from 1801 residents in 1840 to 7424 in 1860, the period of construction for the canals and earliest mills. The population continued to increase to 13,600 in 1870; 19,083 in 1880; 21,801 in 1890; 23,761 in 1900; 26,247 in 1910; and 31,791 in 1920. Lesser population increases continued until 1970 when it peaked at 41,799 (by 2000, it had decreased to 35,690). The period of greatest growth was between 1840 and 1880, as the mills were being built. The decade from 1840 to 1850 saw a population increase of 99%, followed by increases of 107% and 83% in the two following decades

The significance of social history and ethnic heritage in the district is demonstrated by the pattern of immigration Lewiston experienced, particularly that of French Canadians. The immigration of French Canadians and the subsequent generations of Franco-Americans was perhaps the most defining experience of immigrant impact on Lewiston.[41] Paul Rivard wrote:

> Cultural pluralism in New England was rooted in the region's nineteenth-century textile mills, mill villages, and factory towns that had arisen amid the fields of Yankee farmers. As . . . French Canadians . . . gathered at mill gates, the character of New England was forever changed. A new society of diverse language, culture, class, and religion resisted the power of the vaunted American melting pot . . . The enduring legacy of the once-great New England textile industry still lives on in communities where today local phone books and census roles list family names that first appeared in two thousand textile mill payroll offices.[42]

French Canadian immigrants relied on the Grand Trunk Railway, based in Quebec and Ottawa, to bring them to Lewiston via extension from the Portland-Montreal line. The Grand Trunk Railway Station (NR: 79000127; often referred to as the "Ellis Island of Lewiston"), located just west of the Bates complex, became the arrival point for thousands of French-Canadian immigrants who came to Lewiston. Immigrants crossed over the Androscoggin River to disembark and then would take in the sights of massive mills, canals and residences of the city. Prior to the construction of the Grand Trunks extension into Lewiston, most mill workers in New England were largely of English or Irish heritage. Canadian immigrants changed the language and culture of the mills they came to work in. Soon small enclaves of French-Canadians began to appear in Lewiston. This culture is still prevalent in the twenty-first century, as demonstrated by the more than 25% of Lewiston residents identified as French speaking in the 2000 US Census.[43]

The unique immigration pattern of Lewiston's French Canadian migrants was influential in the development of the community's ethnic identity. Rapid expansion of the mills drained the local workforce, stimulating a large-scale immigration of French Canadians to Lewiston to meet the production needs. The *22nd Annual Report of the Bureau of Industry and Labor Statistics in Maine,* published in 1908, contained a long article on the mills of Lewiston and their employees, and included gender and ethnic breakdowns of the workforce at each mill. According to statistics from that year women made up 55% of the work force in Lewiston.[44] Of that French-Canadian's made of up 75%. The report noted the remaining 25% was divided among Irish, American, Scotch, Poles, Greeks, and Russians. A further breakdown of nationality is not possible as not all mills consistently enumerated nationality aside from French-Canadians. The report also noted that of the 5,173 disclosed employees, 264 of them were children.[45]

Rivard wrote, "aside from its rapid growth, the French-Canadian population of Lewiston bore two striking characteristics. First, it was composed of mostly families. Compared to other ethnic groups, French-Canadian immigration did not require crossing of an ocean and could be completed in a matter of days, not months."(Need footnote for quote.) In his article "Understanding the French Canadians of Lewiston," which appears in *Voyages: A Maine Franco-American Reader* Yves

[41] French Canadians emigrated from Canada; Franco-Americans are those born in the US; but identify with the Franco cultural.

[42] Rivard, *A New Order of Things*, 120.

[43] Scott Hanson and Melanie Smith, National Register of Historic Places, *Bates Mills Historic District* (Lewiston, Androscoggin County, Maine. NR: 10001036, 2010).

[44] Data was compiled from the following mills that reported to the Bureau of Industrial and Labor Statistics in 1908: Bates, Androscoggin, Hill, Barker, Avon, Avon Manufacturing and Libby.

[45] ----*The 22nd Annual Report of the Bureau of Industrial and Labor Statistics For the State Of Maine*, 4-5.

Frenette writes, "In the mind of the French-Canadian migrants, the border barely existed, and the proximity of the mother country had far-reaching effects on the evolution of the social patterns found within Lewiston."[46]

Secondly, the Franco-American experience of emigration from Canada to Lewiston can be broken in two periods: one of transience from 1860 to 1880 and one of settlement from 1880 onwards. "The majority of French Canadians who chose Lewiston as a destination-before 1880-were not immigrants but migrants who had no intention to settle permanently. It was common to come solely to pay off a mortgage or accumulate wealth, but eventually return home. After 1880 the French Canadian population became more stable."[47] Over twenty years the persistence rate increased nearly 5%, a "remarkable rate considering that an economic depression struck the city between 1893 and 1897. The Lewiston Historical Society noted that some of the first permanent immigrants stayed in Lewiston because the way of life included freedom of choice, particularly with religion and education, which was less tenuous in the U.S. than in Canada."[48] Yves Frenette concludes that "these complex migration patterns shaped the experiences of Lewiston's immigrants, not only has individuals but also as an ethnic community."[49]

In the early decades of their immigration the French-Canadian/Franco American community kept to themselves, socially, and geographically. Socially and economically, the family units were self-sufficient. Rivard writes "it was rare that all members of a family would be unemployed at the same time."[50] The ethnic group was reluctant to accept public charity, instead relying on the close knit French-Canadian community for support.[51] Geographically, sixty-one percent of the French Canadian population in Lewiston in 1880 lived between the railroad tracks that cut through Lewiston north to south, Oxford, Cedar and Ash streets – an area that measures .2 square miles.

By 1880, Lewiston was home to 61.5 % of those French Canadians/Franco-Americans who were there in 1870, up from 33% in the prior decade. By 1890 persistence was 66.2%. As the French Canadian/Franco American demographic began to stabilize, the cultural impact of the Franco-America grew in Lewiston. Permanence saw the growth of the Franco-American community in Lewiston - "a petty bourgeoisie of businessmen, professionals, and religious leaders arose rapidly, laying the foundation for the social stability that developed between 1880 and 1900."[52] However, though the Dominican Order started to stress assimilation of French Canadians into the greater population, French Canadians by and large held on to their cultural ways. In 1881, the French-Canadian community boasted nine grocers, two cloth merchants, two shoe retail stores, two pharmacists, two saloons, one furniture dealer, one stationery-book store and a few contractors.[53] The majority of these resources are found in the nearby, National Register listed Lower Lisbon Street Historic District (NR: 85001128). Within the current district the Dominican Block, Labadie's Bakery, and the F. X. Marcotte buildings, as well as remaining private housing are all examples of how the Franco-American community insinuated itself into the fabric of the greater Lewiston community. In the case of F.X. Marcotte, the brothers were successes were such that that they emigrated from Canada and opened their four-story building in a ten year span.[54] This 'aristocracy' wielded great political influence beginning in the early 20th century; key to the community's political success was a fragile alliance with the Irish immigrants. Richard Kujawa, author of *Local Social Relationships and Urban Revitalization: The Case of Lewiston,* Maine, wrote, "The political alliance of the Irish and Franco communities had a profound effect of local politics, eventually displacing the dominance of mill interests." Lewiston's first Franco-American mayor was elected in 1914 and Franco-Americans were consistently the majority of the city's alderman at the time.[55] The impact of Franco-Americans on Lewiston is also measured by the many Catholic churches, schools and social clubs that existed, and in some cases, continue to exist. An example within the district is the Dominican Block which housed both a school and a social club throughout its history. By providing the work force at the mills that led to Lewiston's prosperity in the nineteenth century, Franco-Americans have placed an indelible mark on Lewiston. Perhaps the best example of the impact of the mills on Lewiston through the social patterns of the Franco-American work force is the Basilica of Saints Peter and Paul, located

[46] Nelson Madore and Barry Rodrigue, Editors, *Voyages: A Maine Franco-American Reader* (Gardiner, Maine: Tilbury House, 2007), 111.
[47] Ibid, 111.
[48] James Leemon, *Historic Lewiston: A Textile City in Transition* (Auburn, Maine: Central Maine Vocational Technical Institute, 1976), 8.
[49] Madore and Rodrigue, 111.
[50] Ibid, 112.
[51] Ibid, 112.
[52] Ibid, 113.
[53] Ibid, 113.
[54] *Industries and Wealth of* the Principal Points in Maine (New York: American Pub. And Engraving Co., 1893), 89
[55] Richard Stephen Kujawa, "Local Social relations and Urban Revitalization: The Case of Lewiston, Maine" (Thesis, University of Iowa, 1990), 57. One alderman was elected from each of the city's wards; the Franco-American majority indicates the geographic spread of Franco-Americans within the city's boundaries.

east of the district. Recognizing the prevalence and impact of its Franco-Americans congregants in the city, the Vatican raised it as a basilica in 2004.

Living accommodation of workers also greatly influenced the social patterns in the Lewiston. The significance is demonstrated by the types of housing and the kind of lifestyle each represented. Workers of any nationality typically lived in one of three types of living situations: company blocks, tenement housing, and for those lucky few, private housing that provided better accommodation. The tenement and private housing was generally divided by ethnic groups while company housing was a mix of workers. Various Bureau of Industrial and Labor Statistics reports from the late 19th and early 20th centuries provide insight to the worker experience outside of the mill. The 1898 report noted, "the concentration of population in factory life is a marked feature of modern life, and the evils incident to the ordinary tenement house block, erected simply 'to rent', are well known . . . outside [the housing] are often what the grasping private landlord deems for his interest to allow."[56] The author continues:

> In our larger manufacturing centers, tenements, or "boarding house blocks" are provided by the mill owners for the housing of from one-quarter to one-half of their help; the balance, if not able to own their own homes, are turned over to the tender mercies of outside tenement house owners. Those whose business it is to visit these latter living places of thousands who toil in the mill and workshops testify as to their general unfitness, to use no harsher term.[57]

The report goes on to reference the sanitary ordinances New York enacted to relieve the horrendous conditions of tenement housing. The author expresses his desire to see similar legislation enacted in Maine to improve living conditions which included inspections and stiff fines.

In 1908 the Bureau noted that four of the largest companies built blocks and that the living conditions depended largely on the way the person in charge viewed housekeeping and the time she (typically a woman) had time to devote to it. "Some of the foreign-born are blissfully ignorant of methods of New England housekeeping. A difference is noticed in the corporation blocks, some of the companies keeping their buildings in better repair than others. The rooms, in the winter and spring, are heated by stoves."[58]

By this time the American mill girl was the minority mill worker and with that came changes. The 1908 report recorded the observations of a former Yankee mill worker that illuminate how the district changed with the increase of immigrants. It was noted that in the initial decades of Lewiston's mill industry, 1850-1870, when the workforce was predominately American, there was more sociability between the residents of the boarding houses as well as Chautauqua clubs for reading throughout the city. She mentioned 'very few American girls go into the mills now; most of them rather do something else [such as a teachers or shop girls].'[59]

The report also highlights the domestic patterns of other ethnic groups. Greek men were noted to come alone, without their families, and not expected to make Lewiston a permanent home. "They do not live very peaceably but are constantly getting up excitement and making business for the courts."[60] The Irish enclave was located in what was known as the Gas Patch, however much of the building stock was removed around the time the Gas Works were demolished circa 1960.

Some of buildings that convey Lewiston's significance in Social History and Ethnic Heritage remain. The Grand Trunk Rail Road Depot, Continental Mill housing block, F. X. Marcotte building, and the Dominican Block remain as vestiges of the social patterns of city, however, most of the numerous tenement houses that existed in the district, including important areas such as Little Canada (between Oxford, Cedar, and Ash Streets bounded by the Maine Central Rail Road tracks at the east) and the Gas Patch have been lost in the last thirty years.

Criterion C: Architecture

Within the context of architecture the Lewiston Textile Mills and Waterpower system is significant in several different ways. First, there are buildings that represent the work of master architects, including Albert Kahn and George

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[56] -----*The 12th Annual report of the Bureau of Industrial and Labor Statistics for the State of Maine,* 207-208.

[57] *22nd Annual Report of the Bureau of Industrial and Labor Statistics*, 209.

[58] Ibid, 22.

[59] Ibid, 28.

[60] Ibid, 24.

Coombs. Secondly, the district resource represent a wide variety of building types, period styles and methods of construction, including buildings featuring architectural styles (such as Greek Revival, Italianate, and Second Empire), and building types related directly to the textile industry (such as power generation, mills, storage buildings, housing and social buildings). Furthermore, buildings in the district utilized specific methods of construction including technological innovations relative to fire prevention and load bearing.

Style

All of the mill complexes exhibited some high style architectural detail. The Lewiston Machine Company exhibits wonderful Greek Revival detailing such as pedimented gables, dentil courses and a molded cornice. Mills built with the successes of the Civil War period, such as the Continental and Androscoggin, exhibit more architectural styling in combination with the engaged pilaster method of construction than the older mills. The Continental Mill was constructed as Second Empire and is an example of the progression and development of architectural styling in the mill complexes. The Continental Mill was built with two towers each with Mansard roof, mirroring the styling of the main roof. Furthermore, the Androscoggin Mill is thought to be the first "grandly scaled and stylistically fashionable mill in Maine. The Lewiston Mill also featured a mansard roof instead of a fourth floor, thus giving the building stylistic pretensions and eliminating the attic space created by a gable roof."[61] It has since lost character defining features, most notably the top story of each of the four towers. Historically they featured three arched open bays on each side and were topped by a castellated low pitched roof.

Additionally, the Lewiston Bleachery and Dye Works, located on the eastern bank of the canal across from the Androscoggin Mill complex is noted for some of its architectural detailing. Designed by Stevens & Coombs and built by 1870, the complex's architectural styling compliments the rest of the district with brick construction and shared features such as segmentally arched windows and eave brackets. Building No. 21, located along Adams Avenue, is of particular note because of its Classical Revival entrance on Canal Street and the Victorian method of sign painting that remains in good condition on the northern elevation. The entrance exhibits a closed pediment gable with entablature. Double columns support the roof and rounded pilasters are present flanking the door. Both the columns and pilaster are in the Doric Order. The letters to spell out "Lewiston Bleachery & Dye Works" are painted directly on the brick between the first and second stories, alternating between window bays. The lettering is a serif-type and remains legible.

Significant architectural design did not end with the completion of the late 19th century mills. When the Bates Mill complex needed expansion in the early 20th century the company turned to Albert Kahn to design Bates Mill No. 5 Weave Shed. Built in 1912-14 the weave shed is unique and significant in early 20th century architecture. Built to house 300 Jacquard looms, the weave shed was unlike anything filled in Lewiston before. It utilized the Kahn Method of reinforced concrete construction replacing wood construction to create exceptionally tall and wide bays on the weave floor, and filled the four acres of floor space with daylight through a saw-tooth monitor roof.[62]

George Coombs, designer of the Dominican Block and part of the firm that designed the Bleachery, is a notable Maine architect perhaps best known for the Kora Temple located northeast of the district. The Dominican Block was listed in the National Register in October 1979 for its Architectural and Social significance.

Property types

The mills of Lewiston also exhibit design and planning that evolved in the effort to reduce the risk of loss by fire. From the outset buildings used to store highly flammable materials, such as picker or store houses, were placed separately from other buildings. "Manufacturing works were laid out to retard the spread of fire and facilitate its suppression . . . buildings housing hazardous operations and used for storage of flammable materials were removed from other structures to the extent possible."[63] Interestingly, the one complex that exhibits a large number of buildings massed together is the Bleachery as it was the one complex that did not have same the combustible cotton dust that was created by the power looms.

Structural needs and emerging technology drove design of the complexes and as a result architecture and engineering intersect with regard to textile mill construction. "Textile mills were a specialized type of loft building engineered to serve a

[61] Roger Reed, "Historic Textile Mills in Maine: A Survey" (Augusta: Maine Historic Preservation Commission, 1993), 23.
[62] Hanson and Smith, 2010
[63] Betsy Bradley, *The Works: The Industrial Architecture of the United States* (New York: Oxford University Press, 1999).

specific industry. They were designed to minimize the effects of vibration and retard the spread of fire."[64] As technology changed, the buildings followed suit. As stated by Betsy Bradley, in "The Works: The Industrial Architecture of the United States":

> For most industrial building projects, the manufacturer was interested primarily in the technical and economical aspects of the project … [it is] documented that the main interested of textile mill owners was the replication of mill designs of proven economic success. Nevertheless, industrialists also had a real interest in the appearance of their works. Works that appeared substantial and commodious also implied technological and organizational mastery.[65]

Interest in a functional, but yet attractive building was indicative of late-19th century architectural theory which emphasized but did not overrule function over form.

In his book *Lockwood Greene: The History of an Engineering Business*, Samuel Lincoln notes that the engineering of mill and waterpower systems dictated the design of the buildings. He states, "By reason of having to find a favorable site where the dam would not be too long, many mills were located in relatively narrow valleys where the amount of level land was limited. Hence, most of the mills had their long dimensions parallel with the river on which they were built."[66] However, early mill construction utilized heavy stone walls of a mill allowing only for narrow windows "which meant wider mills would have very little daylight at the center." In fact, the earliest mills at Lowell were only forty-two feet wide. Records show mills in Lewiston were wide enough to necessitate axillary lighting to offset the lack of daylight. In fact, whale oil lamps were used at the Bates Manufacturing Company before being replaced with gas lighting. Lincoln further describes the common design of mills throughout New England, including those in Lewiston:

> The plant buildings were five or six, in some cases, seven, stories high. The main reason for this was that buildings of this height were cheaper per square foot. Foundations were heavy anyway on account of the water power development, and mills were often built with one long wall right up against a river bank [like with the now demolished Libby and Cowan Mills]. Under these conditions, the foundations could not have been built much cheaper even if a mill of only two or three stories had been constructed. A further reason for five-and six-story mills was that transmission of power by shafting and belts was easier to carry out than it would have been if an equivalent amount of floor space had been stretched out in two-or three-story buildings of much greater length.[67]

Roger Reed, author of "Historic Textile Mills in Maine: A Survey," also describes the design of the mills: "The Maine mills were contemporary with and similar to the second [iteration] of mills erected in Lowell and those filled in other cities like Lawrence and Nashua. These structures were built of brick with slow-burning construction. They featured gabled roofs with dormers instead of monitors or clerestory windows. Technological improvements such as hydraulic turbines, high speed shafting, and leather belting meant mills could be wider and use space more efficiently."[68]

Slow burning technology.

Substantial deposits of clay in Lewiston and across the river in Auburn made it possible for a number of brickyards to be established which provided the principal building material for the mill complexes in Lewiston. Most of the 19th century Bates buildings were built with load-bearing brick walls and timber internal framing and floors. "Slow burning" technologies were utilized in the construction of the first Bates mills in 1850 and continued throughout construction in Lewiston. This approach to building mills involved the use of large, widely spaced, wood beams supported on heavy wood posts (usually solid round columns turned on a lathe and drilled through lengthwise to provide ventilation and prevent cracking) and 3 ½"- 4" thick splined flooring. A "wear layer" of 1" thick flooring was typically nailed to the top of the structural flooring. The underside of the structural flooring created the ceiling of the story below and the beams were left fully exposed. The avoidance of small-dimensioned structural elements, such as floor joists, and the absence of enclosed spaces in which fire might spread undetected (such as above a finished ceiling enclosing structural elements) had proven

[64] Bradley, 125.
[65] Bradley, 203.
[66] Samuel B. Lincoln, *Lockwood Greene: The History of an Engineering Business* (Brattleboro, VT: The Stephen Greene Press, 1960), 39.
[67] Ibid, 40.
[68] Reed, 20.

to be an effective means to avoid catastrophic fires. Large and solid wood structural elements were more likely to char to a certain depth and resist burning to collapse than smaller elements that would rapidly burn through and fail. Without enclosed joist or stud bays, fires could be quickly detected and more easily extinguished. The earlier buildings had gabled roofs with dormers in the attic story and isolated stair towers.

Structural Evolution

Newly developed engaged pilaster construction provided increased wall thickness for stability and in turn allowed for larger windows to provide more light. This style, also known as "engaged pilaster" style was a hybrid of architecture and engineering technology. The engaged pilaster lent itself well to additional ornamentation of the Greek Revival, Italianate, and Late Victorian ornamentation that is seen throughout the district. The Lewiston Textile Mills and Water Power Systems district is home to one of the best examples of this type at style in northern New England: the original mills at the Bates complex. "All these changes in mill design are coeval with the advent of the Greek Revival style, a happy coincidence in which gabled roofs could have cornice returns or full pediments, dentils, and capitals and bases on the pilasters. The window and door lintels continued to be flat, which also suited the new style [engaged pilatster]."[69] Another fine example of the significant industrial Greek Revival style in Lewiston is seen at the former Lewiston Machine Company on West Bates Street.

Engaged pilaster construction was much an engineering advance as it was an architectural advance. Reed also notes that another significant change in architectural styling: from Greek Revival to Italianate was partially due to the increased concern of insurance agents over the risk gabled roofs presented as "fire traps." In response a half story was sometimes created when the gable roof was replaced by a low-pitched hip or mansard roof. The elimination of steeply-pitched gabled roofs and their attics (which allowed fire to spread rapidly and unseen) became a requirement for mutual insurance companies in the 1880s. Slow burning construction, sprinkler systems, on-site firefighting equipment, and elimination of areas in which fire could spread unseen were the principal means of countering the risk.[70]

In her book Betsy Bradley explains that engineers, like architects, saw beauty in their buildings, but for an engineer the beauty was in the function. She writes, "moreover they [engineers] maintained that architectural style - style derived from the beautiful shapes of elements and the use of ornament to relieve monotony and emphasize structure - should be generated by, rather than developed for, factories. Engineers made a clear distinction between an overlay of decoration and the straightforward and integrated enhancement of ornament."[71]

Criterion C: Engineering

The district's significance in engineering is represented in the system created by three exceptional engineers and is expressed in the extant mills and the waterpower systems. David Whitman, Albert Kelsey, and Amos Lockwood designed and constructed a *system*, not a series of associated buildings and functions, to make Lewiston's textile industry successful. If one part of this system, which included the mills, canals, bleachery, machine shops, social institutions, and worker housing was missing the remaining aspects would not have functioned as efficiently or productively as history has shown them to. In the case of Lewiston, its engineering dictated the whole to be greater than the sum of its parts.

According to Samuel Lincoln, the biographer of Amos Lockwood, Lewiston was "found [to be] one of best locations in New England for the development of waterpower." With a natural fall of 38' increased by man to 50', the falls' location encouraged construction of mill sites as well as the development of parallel canals. Lincoln states the development of the textile industry in Lewiston as one the most important elements in the progression of industry in America. "Advances that benefited the industry were the opening of the 27-mile Boston & Lowell Canal in 1823 and of the Boston-to-Lowell railroad in 1835; incorporation in 1836 of the Great Androscoggin Falls, Dam, Locks & Canal Company [later the Lewiston Water Power Company, then the Franklin Company]."[72] Simply put, the industrialists at Lewiston were able to take advantage of engineering refinements at Lowell to achieve rapid economic success. The developers had great potential in the falls but needed to efficiently develop the area. "Since no large cotton mill construction had been laid out for the site up until then, the water power company may have thought it wise to call in the leading cotton mill engineer of the period for consultation,

[69] Reed, 21.
[70] Hanson and Smith, 2010.
[71] Bradley, 209.
[72] Lincoln, 4.

David Whitman."[73] From the ages of 21 to 36, Whitman was employed to supervise construction of mills in Connecticut and Rhode Island. His entire career was "spent in an industry undergoing tremendous growth . . . allowing him to analyze and established proved methods for getting the best results from machinery operation" which culminated in Lewiston, his best known work. Lincoln writes that:

> [He] was the originator of the practice of consulting engineering in the textile industry, and that he established methods and principles, which were in later years to be continued and expanded by [Amos] Lockwood until they led, in 1882, to the founding of the firm [Lockwood Greene].[74]

Whitman was the "first to introduce in New England the mathematics of spinning, which was already well understood in England."[75] Prior to this introduction, roll changes were made by experiment and resulted in inefficient adjustments – with Whitman's knowledge and implementation of a better method, rolls were changed "precisely and at once," leading to increased efficiency in mills.[76] Whitman was explicitly hired to plan the layout for dams, canal, and mill sites using his knowledge of English milling methods and skills honed at Lowell, and before that, Waltham. Whitman arrived in Lewiston shortly after the syndicate made investments.

Whitman was responsible for planning Lewiston's industry including siting the canals and mills. Additionally, he is also credited with designing either wholly or partially, the Bates Mill, Hill Mill, Continental Mill, Lewiston Mill, and Lewiston Machine Company complexes – equally challenging examples of design. Lincoln further describes the level of engineering complexity within a mill complex:

> Since these water wheels had to transmit power to shafting running lengthwise of a mill, this meant the wheel pits, and in many cases parts of headraces and tail races, had to be directly under or directly adjoining the mill building. Also, depending on the head of water available, there would always be a big drop in levels from the bottom of the headrace to the bottom of the tailrace. This meant that foundations were always deep, and had to be solidly built to resist both the vibration from heavy shafting and the action of the continuous flow of water through the wheels, as well as high water at flood stages of the river. Suitable head gates were required to open or shut off water to wheels . . . All this added up to the fact that at any mill site where water power was developed, the cost of power development and mill foundations would be as much, if not more than, the cost of the mill building above the basement level.[77]

Engineering of a waterpower system is complex. Albert H. Kelsey' designed in Lewiston "the only two-tier open power-canal [consisting of two parallel to river canals connected by cross canals], complex for the development of a textile mill city in Maine."[78] For this reason the system is a significant engineering resource in the state. A dam at the head of the Great Falls directs water into the Upper Canal, which feeds the Bates, Hill, and Androscoggin mill sites. Two cross canals originate from the Upper Canal flowing west. Cross Canal No. 1 flows from the Bates Mill complex to create the head of the Lower Canal before flowing out into the river. The second, Cross Canal No. 2, flows under the Hill Mill complex with its tailrace flowing to the cross canal's terminus (which is shared by the Lower Canal) in front of the Continental Mill. The third cross canal flows west between the Lewiston and Continental mill complexes. Hydropower, created by weirs and headraces that divert water, power each mill.

Whitman and Kelsey anticipated the city's rapid growth and susceptibility to flooding and designed the canal system with the large guard locks at the head of the Upper Canal as a way to protect the company town, including the factories and ancillary structures to complete the system. The guard locks were made of large blocks of split granite and bricks laid with hydraulic cement and doweled together with iron bolts and situated so as to be entirely protected from the main current of the river and subsequently from the drift wood and floating ice. The abutments were entirely on ledge and served as seven accesses for the entrance of water. This structure at the head of Upper Canal is designed to control water and guard against flooding. The lower and upper canals and cross canals completed the system.

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[73] Lincoln, 28.
[74] Ibid, 9.
[75] William Thomas Davis, *New England States: Their constitutional, judicial, educational, commercial, profession, and industrial history Vol 1.* (Boston: D.H. Hurd & Co., 1897), 155.
[76] Davis, 155
[77] Camp, Dresser and McKee, 1984.
[78] Lincoln, 70

Amos Lockwood was the third planner Whitman and Kelsey brought to Lewiston, arriving in 1858
By 1860 Lockwood was the company agent. In that capacity he was responsible for the construction of Bates Mill No. 3 in 1863; Josiah Brown, also an employee of the Franklin Company, drew the plans. During his time as Agent of the Franklin Co., Lockwood also oversaw the construction of the Androscoggin Mill, later additions to the Lewiston Machine Company complex, Lewiston's downtown park, and the enlargement of the DeWitt Hotel. A significant development in mill technology attributed to Lockwood was the reduction in the number of columns necessary to support the floor to maximize the amount of space for machinery. This was known as Lockwood framing or longitudinal girders.[7]This allowed builders to omit alternate columns, thereby increasing the amount of space that could be used for production.[79]

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Developmental history/additional historic context information (if appropriate)

In 1814 several men from Boston, including Francis Cabot Lowell and Nathan Appleton, set up a cotton mill in Waltham, Massachusetts that was fundamentally different from the English mills or those previously built following the Rhode Island system in terms of ownership, manufacturing process, and employment. The Waltham manufacturers were the first in this country to set up a cotton mill in which all phases of production, from receipt of baled raw cotton from the opening to the packaging of finished cloth were completed under one roof. They also introduced the corporate form of business organization and, in a startling innovation for that period, paid their employees' wages in cash. During a visit to England, Lowell and Appleton had been appalled by what they saw as the dependent "factory populations" and, upon setting up the Waltham mill, instead took advantage of a different labor pool, the New England farm girl who worked for the mill independent of her family, living in company provided boarding houses, returning to the farm, when production at the mill slowed down until she was needed again. Investment for Waltham system mills was generated primarily in Boston, but development of these mills was north and west of Boston and included mills in Massachusetts (Lowell, Lawrence, Chicopee), New Hampshire (Great Falls, Manchester) and Maine (Biddeford-Saco and Lewiston).[8081]

The first venture in modern textile milling in Lewiston (modern defined as the milling methods found in Waltham and Lowell) was the Lewiston Falls Cotton Mill Company in the late 1840s. However, it was sold before the first mill was constructed. The purchasing enterprise, the Lewiston Water Power Company of Lewiston, was made up residents as well as investors from Boston including Thomas J. Hill, Lyman Nichols, George L. Ward, Alexander De Witt, and perhaps most importantly, Benjamin E. Bates. The syndicate recognized the potential riches to be made from harnessing the power of the Great Falls for a textile mill industry in Lewiston. However, if it had not been for recently completed railroads it is doubtful that the syndicate would have been as interested in Lewiston. With the completion of the Maine Central Railroad, Lewiston was accessible. With Lowell as a shining example of how to create a profitable mill system and company town, the syndicate planned an industrial complex, including residential and commercial aspects set forth in the Waltham system. Bates financed the textile industry with his personal assets, and as such, he "became the dominant personality within the Lewiston Water Power Company as that organization led Lewiston into its 'Golden Age' ".[82] The judgment of Bates and the other syndicate owners in choosing Lewiston as the site for their textile operation was fully validated by the success of the mills throughout the coming decades.[83]

By 1897, Lewiston was struggling to compete with cotton manufacturers in the South. Atwood noted "two prominent causes" for this. First, the market was deluged with cotton excesses that caused prices to free fall which then resulted in "large stocks of manufactured goods now on hand have been produced at a cost far in excess of what the same goods could now be manufactured [at]."[84] Second, the South drastically increased the capability of cotton manufacturing in that region. The commissioner wrote "hundreds of these mills have been erected in the cotton belt, and, although not so large, as a rule, as our New England mills, yet their great number adds many millions of yards of . . . goods to product of the

[79] Ibid.
[80] National Register of Historic Places, Biddeford-Saco Mills Historic District, Biddeford and Saco, York, Maine 2008.
[81] --- *The Boarding House System* (Lowell, MA:I National Historical Park Hand Book), http://www.nps.gov/lowe/historyculture/park-handbook.htm. Accessed July 18, 2012.
[82] Bishop, 10.
[83] Lincol,31.
[84] -----*11th Annual Report of the Bureau of Industrial and Labor Statistics* (Augusta: Kennebec Journal Print) 1898, 194.

country, which, in the aggregate, may exceed the normal demand."[85] Atwood attributed this production level to low transportation costs, lower wages, and no labor laws. He theorized that a continued industrial turn down could eventually affect the culture of New England's bustling textile cities. He wrote, "any condition which affects unfavorably this army of workers (in Maine) not only is a damage to the individual workers themselves but to the communities in which they live as well, and to a greater or less extent, the State at large."[86]

Albert Kelsey

Albert H. Kelsey who planned, engineered and constructed the canals and the layout of the city. Kelsey was born in Shirley, Massachusetts in 1811. At the age of fifteen, he was apprenticed as a carpenter and builder. At the age of twenty-one, he went to Winchendon, Massachusetts to superintend the erection of a Methodist meeting-house and the Winchendon Hotel. In 1833, Kelsey moved to Northboro, Massachusetts as foreman for contractor John H. Wheeler. In 1834, he found employment with Boston builder Ezekiel Bates. Mr. Kelsey was next employed by the Boston & Worcester Railroad Company, in charge of the building department. He designed and constructed the first permanent passenger railway station in the United States, at the corner of Lincoln and Beach streets In Boston. For the next sixteen years he was engaged in the building construction business in Boston with Mr. Ezekiel Bates.

Kelsey was trained as a contractor/architect and was hired by the Lewiston Power Company in 1850 and by the age of 39, Kelsey was responsible for the construction and operation of the canals and mills, as well as the planning of the general layout of the city. He later became its agent and superintendent. That he excelled in this most difficult task as a liaison between the absentee owners in Boston and the mill workers in Lewiston is reflected in the respect that Kelsey received from both groups.

The Lewiston *Journal* of March 4, 1901, called Mr. Kelsey "the father of Lewiston." In the beginning decades of the textile industry Kelsey with Whitman and Amos Lockwood designed and oversaw construction of the majority of the mills and the entire canals system in Lewiston. As a result Lewiston "grew like a magic city." He built Bates Mills No. 1 and No.2, with their wings and storehouses, the original boiler house, and the office building at Bates. He laid out the streets and the park, erected dwellings, churches, the hotel and public buildings during the seven years he was superintendent of construction and civil engineer of the Lewiston Water Power Company. Mr. Kelsey was a director of the Lewiston Bank, of the Lewiston Water Power Company and of the Hill and Bates Mills.[87]

Amos Lockwood

Born in 1815 in Pawtucket, Rhode Island, Lockwood went to work in a store associated with a cotton mill at the age of 16 and soon was working in the mill itself. Within several years he was working as an assistant supervisor at the Almy, Brown, and Slater Mills in Slaterville, Rhode Island. Lockwood continued to advance under others until 1843 when he formed his own company with several partners and leased the mill he had been managing. In 1851 they purchased a controlling interesting in another mill and, several years later, built a new mill to enlarge the facilities. These early experiences provided Lockwood with a practical education in the developing field of mechanical engineering for textile mills.

In addition to being the agent for the Franklin Company in the 1860s he also served as a President of the First National Bank of Lewiston and of the Maine Central Railroad. After leaving the Franklin Company in 1871, Lockwood founded A. D. Lockwood & Company, a mill-engineering consulting and investment firm. The firm built the Lockwood Mills in Waterville. In 1879 Stephen Greene came to work for the firm as a draftsman. In 1882 a new partnership, Lockwood, Greene & Company was established to provide "carefully prepared plans, specifications and estimates furnished for the construction, equipment, and organization of new mills and the revision and improvement of old." Amos D, Lockwood died in 1884. His firm continues to operate as Lockwood Greene Engineers, Incorporated.

[85] *11th Annual Report of the Bureau of Industrial and Labor Statistics*, 194.
[86] Ibid, 195.
[87] Lewiston Mills Water Power System Nomination research file, Maine Historic Preservation Commission.

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Previous documentation on file (NPS):

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

Primary location of additional data:

_x_ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Approx. 720 acres
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

LEWISTON TEXTILE MILLS AND WATERPOWER SYSTEM HD — Name of Property

ANDROSCOGGIN COUNTY, MAINE — County and State

	Zone	Easting	Northing		Zone	Easting	Northing
1	19	402427	4884108	3	19	402888	4881945
2	19	403341	4882520	4	19	401444	4883421

Verbal Boundary Description (Describe the boundaries of the property.)

Starting at from the headway at the Main Gatehouse (#14) the boundary if the district is determined by the eastern bank of the Upper Canal (#7) proceeding south to the intersection of Lisbon Street and Adams Avenue. The boundary proceeds northeast to the rear parcel line of the Lewiston Bleachery and Dye Works (City of Lewiston tax map 197/ lot 48). The boundary proceeds southwest from the southeastern parcel line of the complex. It returns north on Lisbon Street to the parallel point with northeast corner of the parcel for the Filter House (#70) before following the southeastern bank of Gully Brook. At the southern end of Gully Brook the boundary lines encompass the entire Cumberland Mill complex parcel (map 197/lot 16).

Proceeding northwest, the line turns to the northwest bank of Gully Book before heading northwest, following the former railroad tracks south of Androscoggin Mill. The boundary then follows the northern side of Locust Street before meeting the western bank of the Upper Canal. The line then follows the edge of the canal to the southern parcel line of the Hill Mill complex (map 208/ lot 79) and along the west side of that parcel until it meets Cross Canal #2. The boundary then follows the southern edge of the canal until it reaches Lincoln Street Alley and expands south and west to encompass first the Continental Mill Block (#163) and then the Continental Mill complex (map 208/lots 4and 5.) On the west side of the Continental Mill the district boundary runs along the river, before encompassing the north property boundary of the Lewiston Mills (map 208/ lots, 6, 8 and 9) until it intersects with the west side of the Lower Canal (#8). The boundary is then drawn along the west side of the Lower Canal, the south side of the Cross Canal #1 (#9), across the mouth of Cross Canal # 1 and then along the north edge of that canal until it intersects the Bates Mill #5 (#89).

The boundary line follows the eastern side of Mill Street, adjacent to the Bates Mill 35, and then along the northern line of the Bates Mill No.5 parcel until it returns to the western bank of the Upper Canal, and continues along following it to the Gatehouse.

The boundary line then follows the edge of the river to the tip of the land mass that is adjacent to the Great Falls including the parcel for the Little Gatehouse (#13). The boundary then spans the river to include the falls and proceeds north to meet Dam No. 1 (#1), from whence it is aligned with the Maine Central Railroad trestle until it meets the eastern bank of the river. The boundary follows the course of the river south until it intersects with the parcel containing a Warehouse (# 168) and a Storehouse (#146) on map 207/lots 19 and 20, and continues along the east side of lot 20 to Main Street. This lot also contains the Maine Gatehouse, which marks the beginning of this boundary description.

The boundary of the discontiguous parcel containing the Lewiston Machine Company is defined by the City of Lewiston tax map # 206, lot 5.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries were drawn to include all extant features of the mill and waterpower systems in Lewiston. The boundaries were chosen to exclude mill complexes or associated building that have been destroyed or demolished.

11. Form Prepared By

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.
Name of Property: Lewiston Mills and Water Power System National Historic District

City or Vicinity: Lewiston

County: Androscoggin State: ME

Photographer: Kate Willis

Date Photographed: June 2011, September 2011

Description of Photograph(s) and number: Photographs of contributing buildings and streetscapes of the Lewiston Textile Mill and Water Power Historic District.

1 of 65 Lewiston Machine Company; Foundry and Machine Shop (#71), facing NW

2 of 65 Lewiston Machine Company; Erecting Shop (#76), facing SW

3 of 65 Lewiston Machine Company; Pattern Store House (#74), facing NW

4 of 65 Lewiston Machine Company; Erecting Shop and Hall & Knight Warehouse (foreground) (#76, #75), facing NE

5 of 65 Dam #1 (#1), facing N

6 of 65 Panoramic including Bates Mill No. 5 (#89) and Continental Mill Site, facing S

7 of 65 Upper Canal (#7) & Bates Mills No. 5 (#89) and 1 (#77), facing S

8 of 65 Upper Canal (#7) & Bates Mill No. 1 (#77), facing S

9 of 65 Bates Mill No. 5 (#89), facing N

10 of 65 Bates Mill No. 1 (#77), facing W

11 of 65 Bates Mill Complex Weir and Tailrace (#16), facing E

12 of 65 Bates Mill Complex and Upper Canal (# 7), facing NW

13 of 65 Bates Mill No. 1 (#77), Mill No. 1 Wing (#83), facing S

14 of 65 Rear of Bates Mill Complex, facing E

15 of 65 Bates Mill No. 6, (#85), facing NE

16 of 65 Residential Building (#52, destroyed) and Streetscape, facing SW

17 of 65 Cross Canal #1 (#9), facing E

18 of 65 Hill Mill No. 1 (#102) and Picker House No. 1 (#111), facing SE

19 of 65 Hill Mill No. 1 (#102), Mill 4 (#104), and Mill 2 (#103), facing S

20 of 65 Hill Mill Office (#101), facing W

21 of 65 Streetscape from Hill Mill No. 1 (#102), facing E

22 of 65 Chestnut Street Bridge (#35) and Hill Mill No. 1 (#102), facing N

23 of 65 Hill Mill No. 2 (#103) and Picker House No. 2 (#105), facing W

24 of 65 Hill Mill No. 2 (#103), Picker House No. 2 (#105), infill and mill yard, facing SE

25 of 65 Hill Mill No. 3 (#107) and Boiler House (#108), facing N

26 of 65 Hill Mill Carpentry and Machine Shop (#109), facing W

27 of 65 Hill Mill No. 2 Storehouse (#110) and pass-through under Hill Mill #3 (#107), facing N

28 of 65 Rear of Hill Mill Complex; including Machine and Carpentry Shop (#109) and Store House No. 1 (#110), facing S

29 of 65 Continental Mills from rear of Bates Mills, facing SW

30 of 65 Grand Trunk Rail Road Depot (#151), facing W

31 of 65 F.X. Marcotte Building (#158), facing N

32 of 65 Dominican Block (#160), facing S

33 of 65 Industrial Building (#154) and streetscape, facing NE

34 of 65 Lewiston and Continental Mills complexes, facing S

35 of 65 Lewiston Mill No. 1 (#112), facing SW

36 of 65 Lewiston Mill No. 2 (#113), facing SW

37 of 65 Lower Bates Station (#18), facing SW

38 of 65 Lower Canal with Continental Mills, facing S

39 of 65 Lewiston Mill (#112) and granite blocks of Lower Canal at confluence with Cross Canal No. 3 (#11), facing W

40 of 65 Continental Mill Block (#161-163), facing E

41 of 65 Continental Mill No. 2 and Wing (#116) and Valve House (#132), facing SW

42 of 65 Continental Mill No. 1 (#115) and Mill No. 2 (#116), facing N

43 of 65 Continental Mill No. 9 Wheelhouse (#123), facing W

44 of 65 Continental Mill No. 3 Picker House (#126) and Lumber/Harness Shop (#128), facing NE

45 of 65 Continental Mill No. 2 (#116), No. 3 Picker House (#121), Boiler (#122) and infill, facing E

46 of 65 Continental Mill Storehouse No .1 and Repair Machine Shop (#118,119), facing N

47 of 65 Cross Canal No. 2 (#10), facing W

48 of 65 Upper Canal (#7) with castellated towers of Hill Mill complex, facing N

49 of 65 Androscoggin Mill No. 1 (#135), facing NW

50 of 65 Androscoggin Mill No. 4 Mill (#139) and Boiler House No. 2 (#140), facing E

51 of 65 Androscoggin Mill No.1 rear tower (#135), facing NE

52 of 65 Androscoggin Mill No. 4 (#137) and No. 1 Picker House (#141), facing SE

53 of 65 Lewiston Bleachery and Dye Works Bldg. No. 21 (#57) and Upper Canal, facing E

54 of 65 Lewiston Bleachery and Dye Works Filter House (#70), facing W

55 of 65 Lewiston Bleachery and Dye Works Building No. 21 (#57), facing N

56 of 65 Rear of Lewiston Bleachery and Dye Works, facing W

57 of 65 Lewiston Bleachery and Dye Works Smokestack (#52) and Boiler House (#51), facing W

58 of 65 Lewiston Bleachery and Dye Works Building No. 20 (#48), facing SW

59 of 65 Lewiston Bleachery and Dye Works Dye House and Finished Goods Warehouse (#s 53 and 54), facing SW

60 of 65 Lewiston Bleachery and Dye Works Sheet Factory (#58), facing NW

61 of 65 Lewiston Bleachery and Dye Works Building No. 21 (#57), facing S

62 of 65 Yard; Lewiston Bleachery and Dye Works (#s 57 and 58), facing NE

63 of 65 Lower Control House and Gully Brook (#s 22 and 12), facing NE

64 of 65 Cumberland Mill (#142), facing N

65 of 65 Warehouse; Cumberland Mill (#144), facing NE

Property Owner:

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

name _____

street & number _____ telephone _____

city or town _____ state ME

name _____

street & number _____ telephone _____

city or town _____ state _____

LEWISTON TEXTILE MILLS AND WATERPOWER SYSTEM HD
Name of Property

ANDROSCOGGIN COUNTY, MAINE
County and State

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

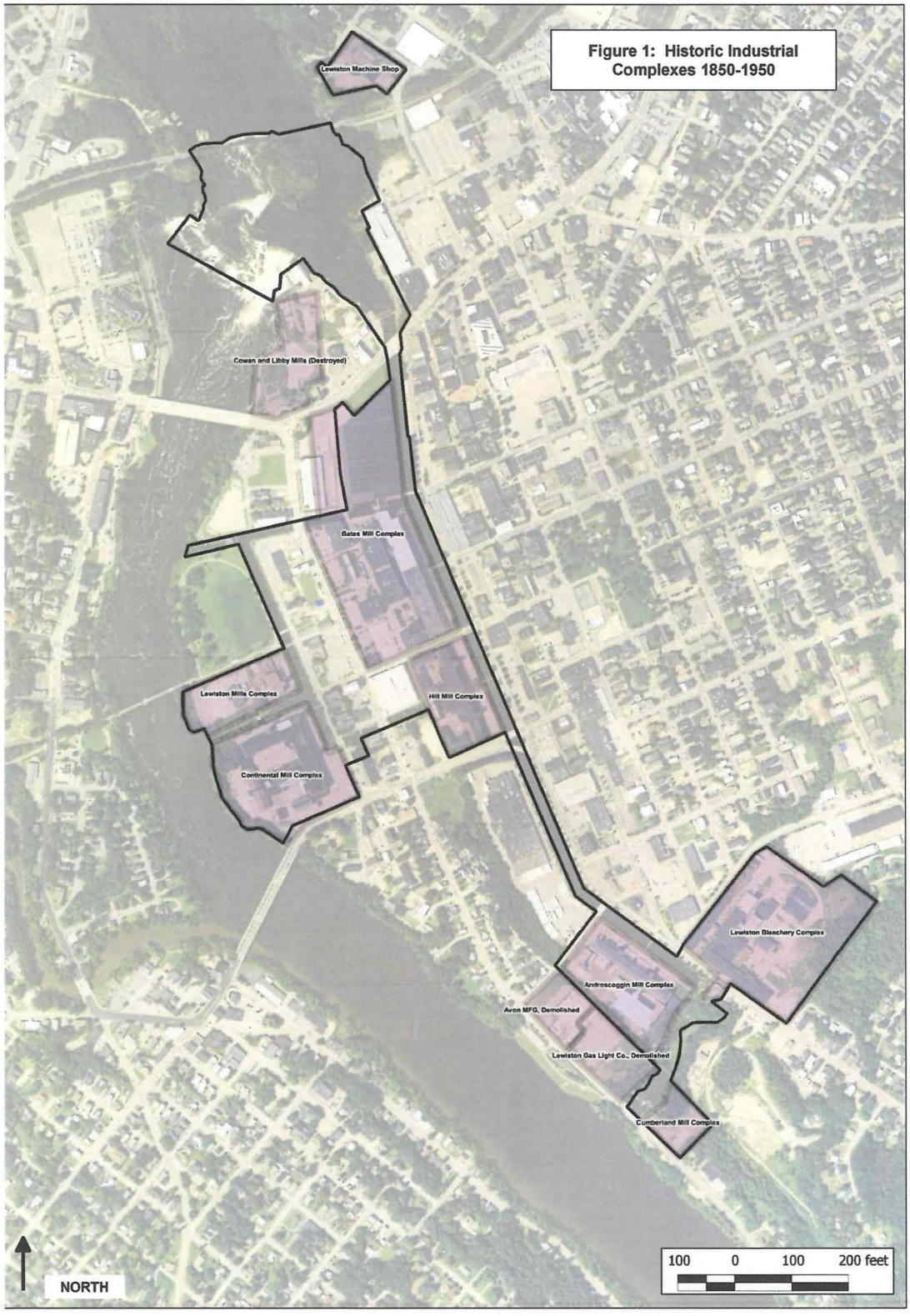

Figure 1. Historic Industrial complexes, 1850-1950.

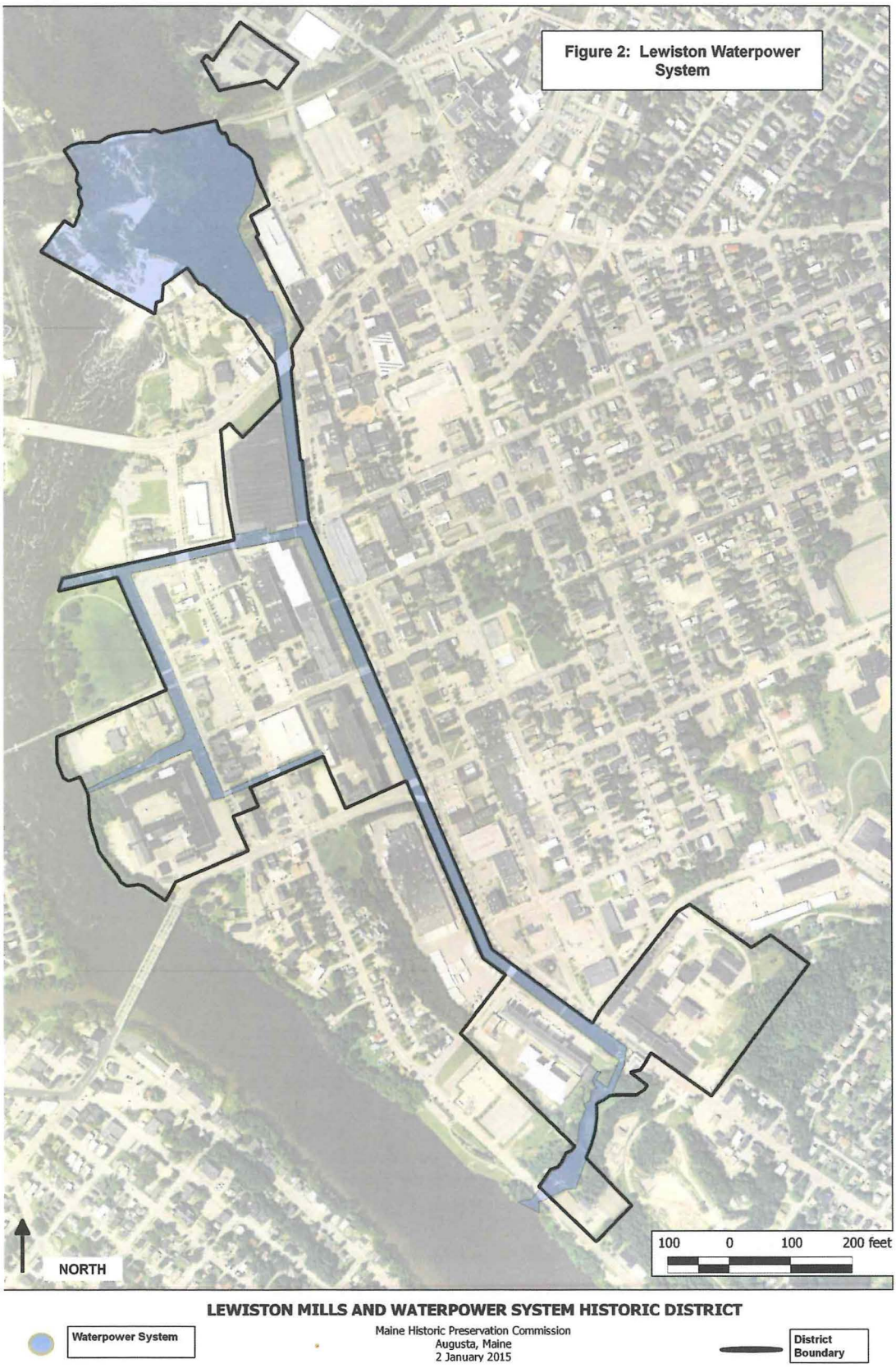

Figure 2: Lewiston Waterpower System

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(BCL) -Bates College Library, Lewiston, Maine

(BMCHF) -Bates Manufacturing Company Historical File, Lewiston Public Library, Lewiston, Maine

(CMPC) -Central Maine Power Company Archive, Augusta, Maine

(FMERC) -Factory Mutual Engineering Research Corporation, Norwood, Massachusetts

(LHC) -Lewiston Historical Commission Archive, Lewiston, Maine

(LPL) -Lewiston Public Library, Lewiston, Maine

(MATH) -Museum of American Textile History, North Andover, Massachusetts

(MHPC) -Maine Historic Preservation Commission, Augusta, Maine

(MHS) -Maine Historical Society, Portland, Maine

(NHSL) -New Hampshire State Library, Concord, New Hampshire

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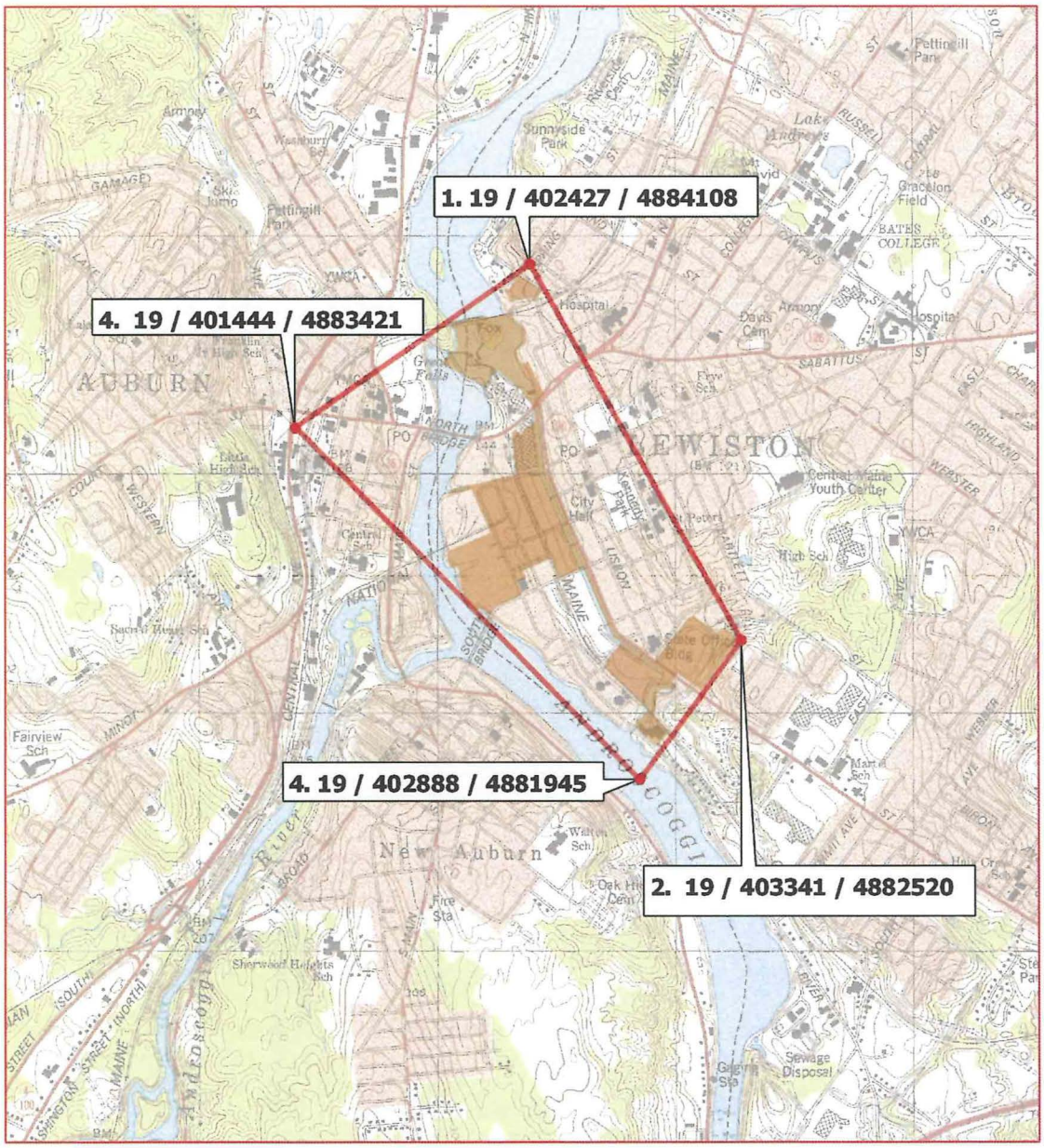

LEWISTON TEXTILE MILLS AND WATERPOWER SYSTEM HD
ANDROSCOGGIN COUNTY, MAINE

UTMs NAD 83

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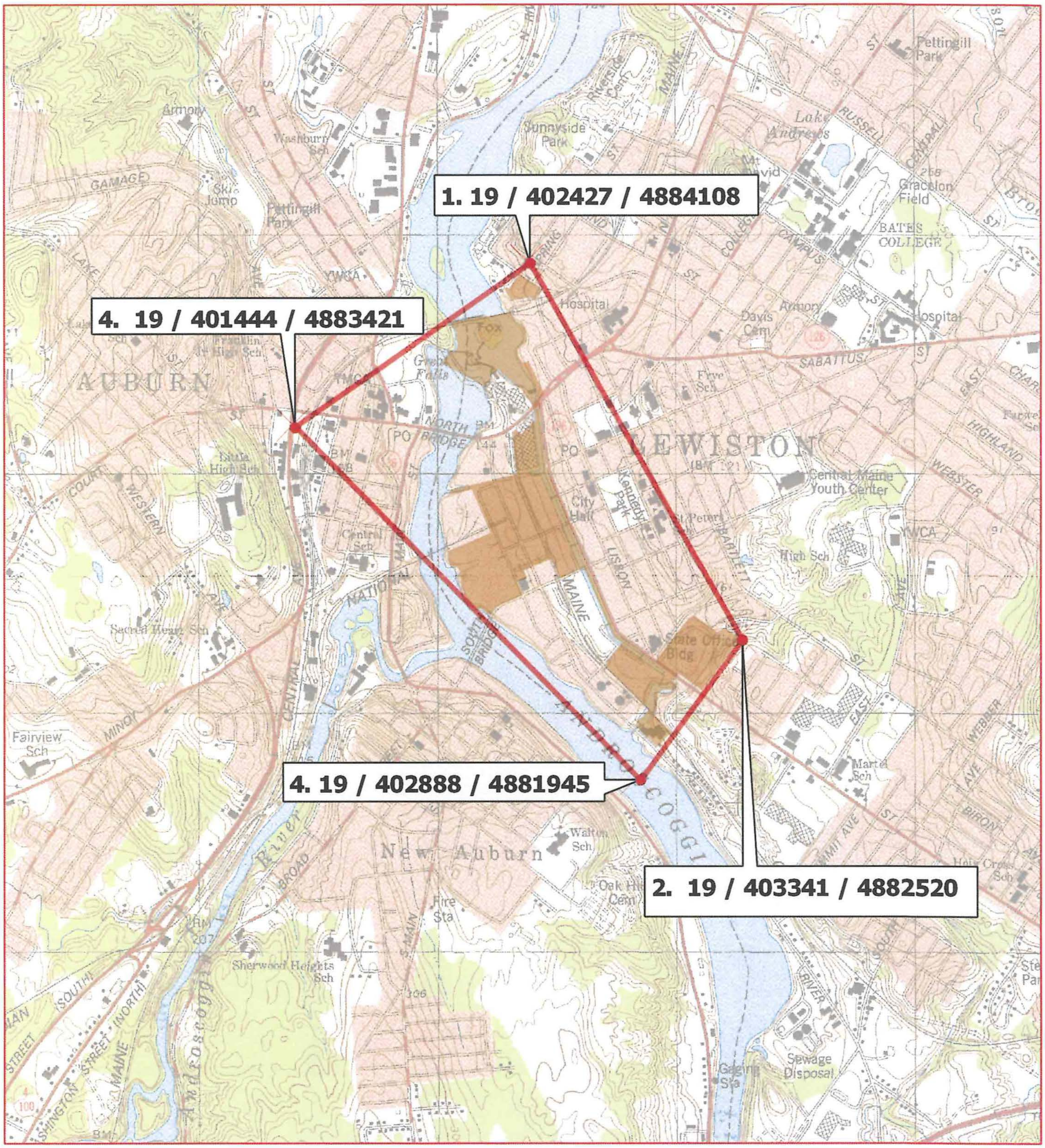

LEWISTON TEXTILE MILLS AND WATERPOWER SYSTEM HD
ANDROSCOGGIN COUNTY, MAINE

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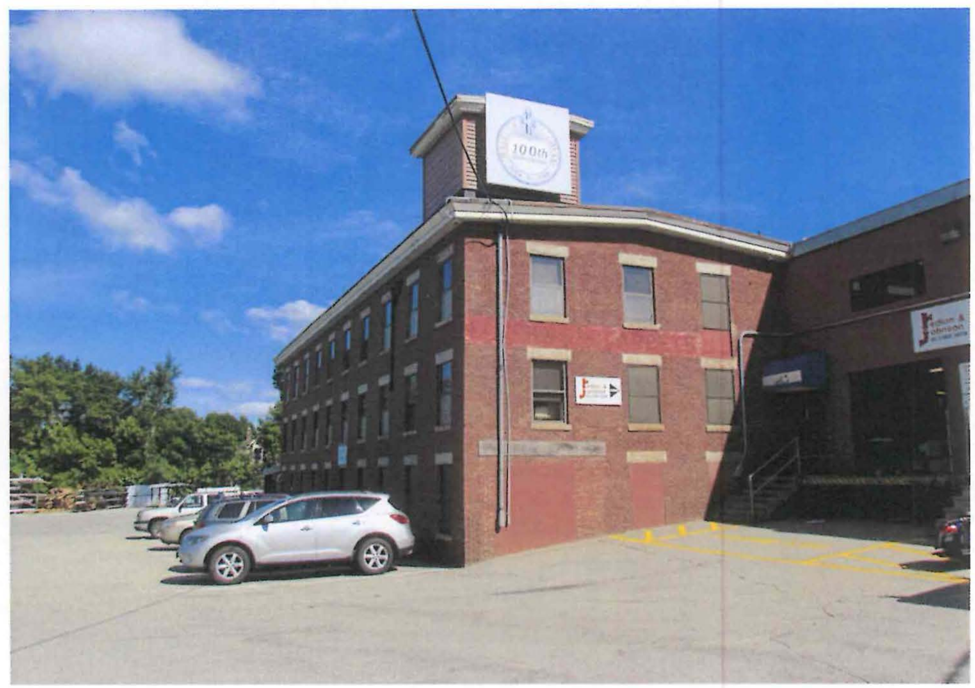
It's a Free World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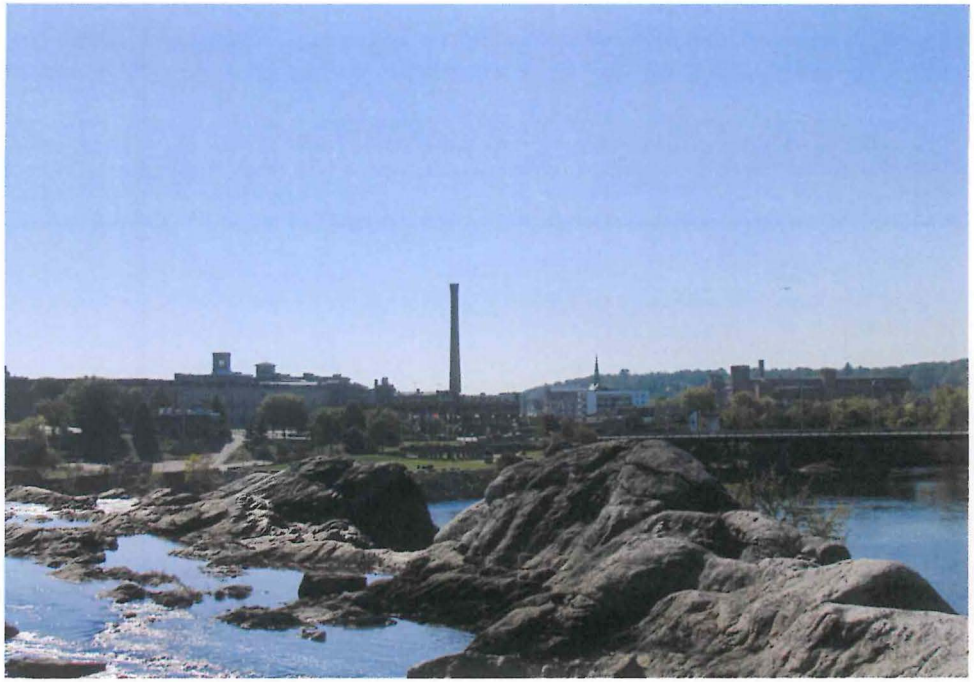
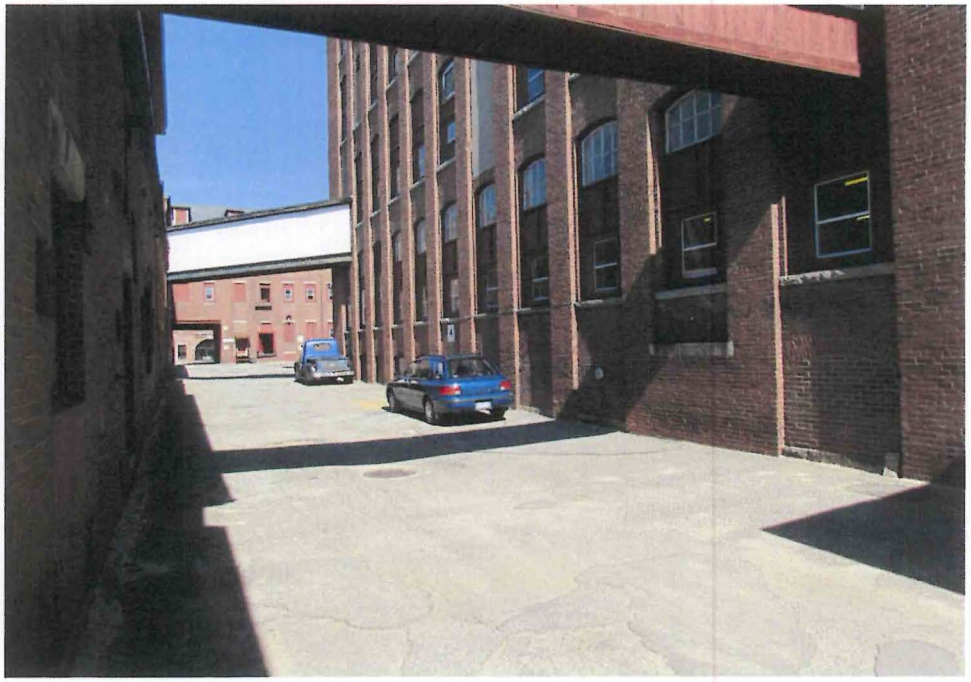
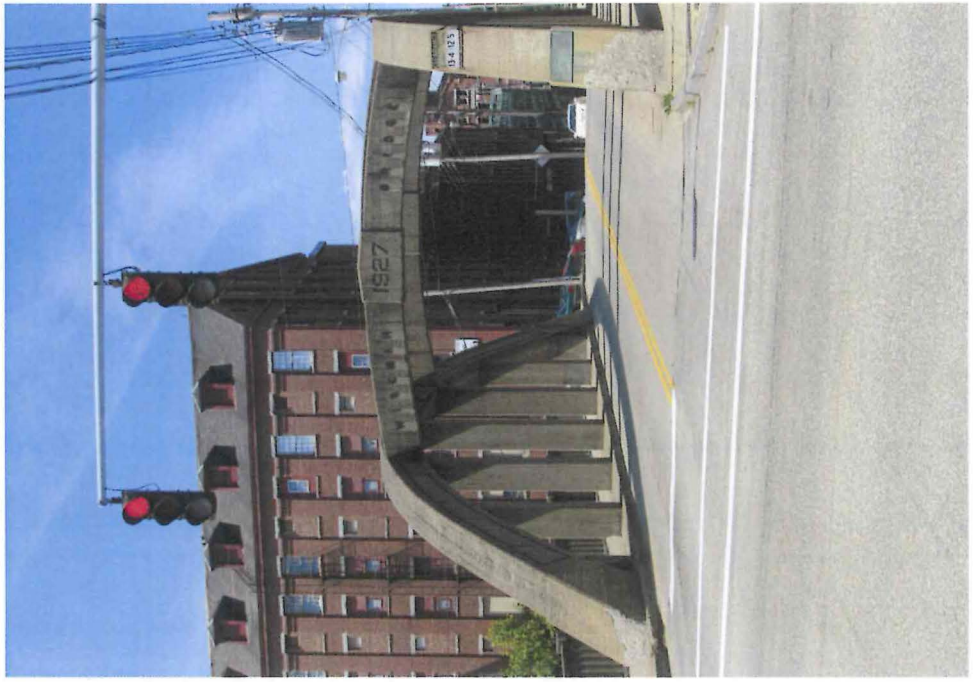



BATES MILL
ENTERPRISE COMPLEX

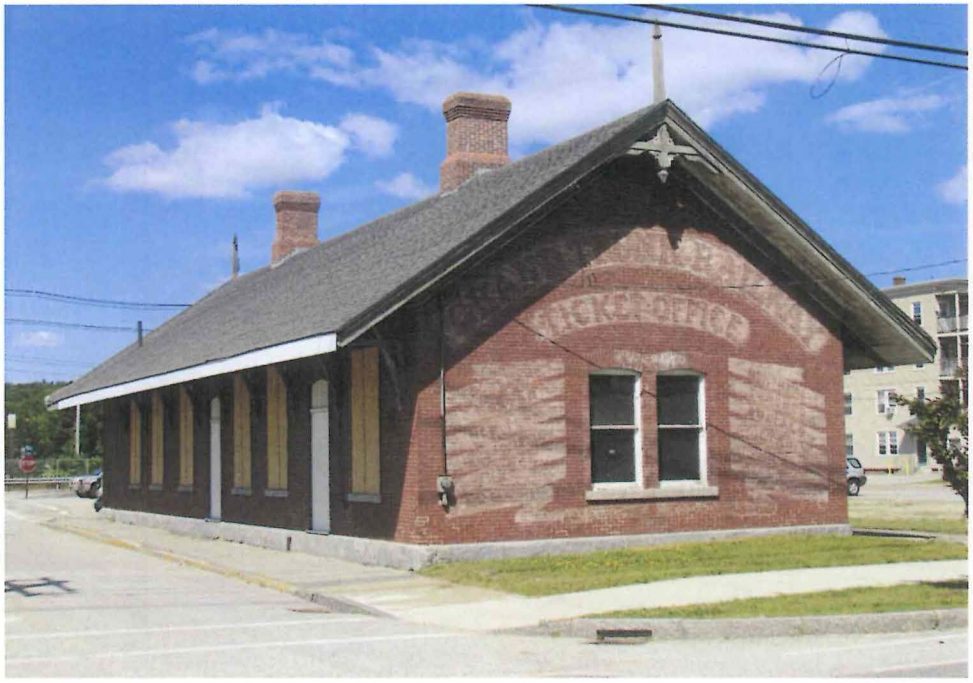

TRIANGLE

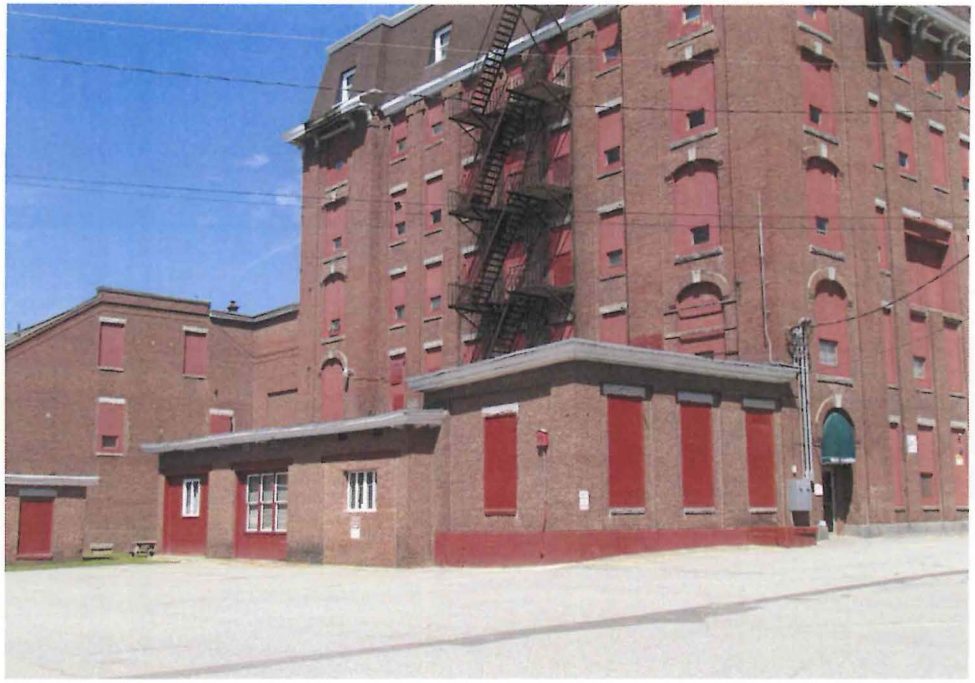



1927

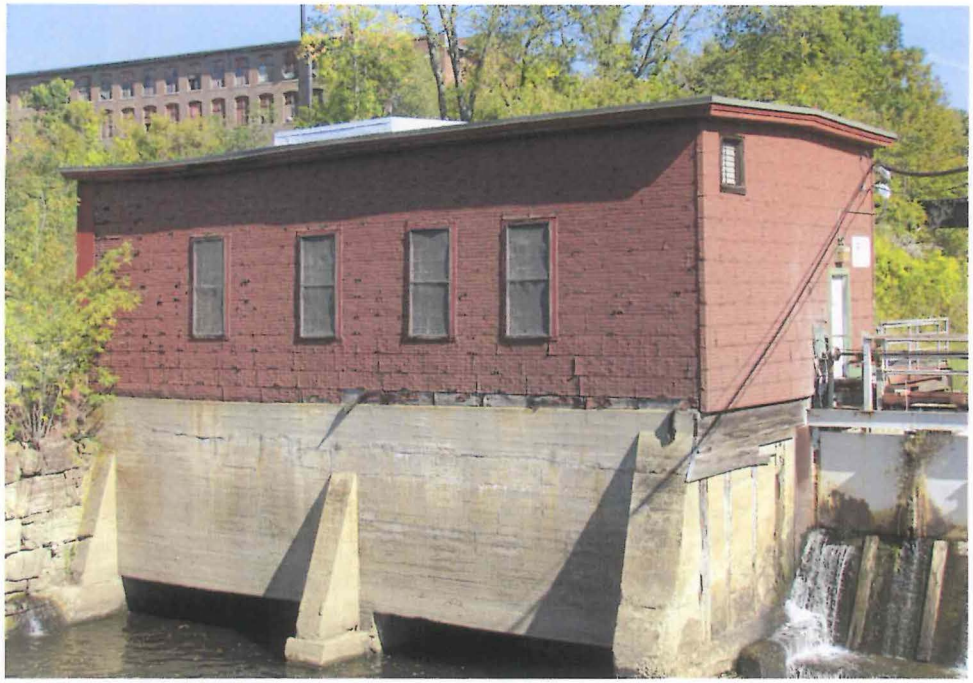

MP&G
MACHINE & WELDING SHOP
207-782-7346

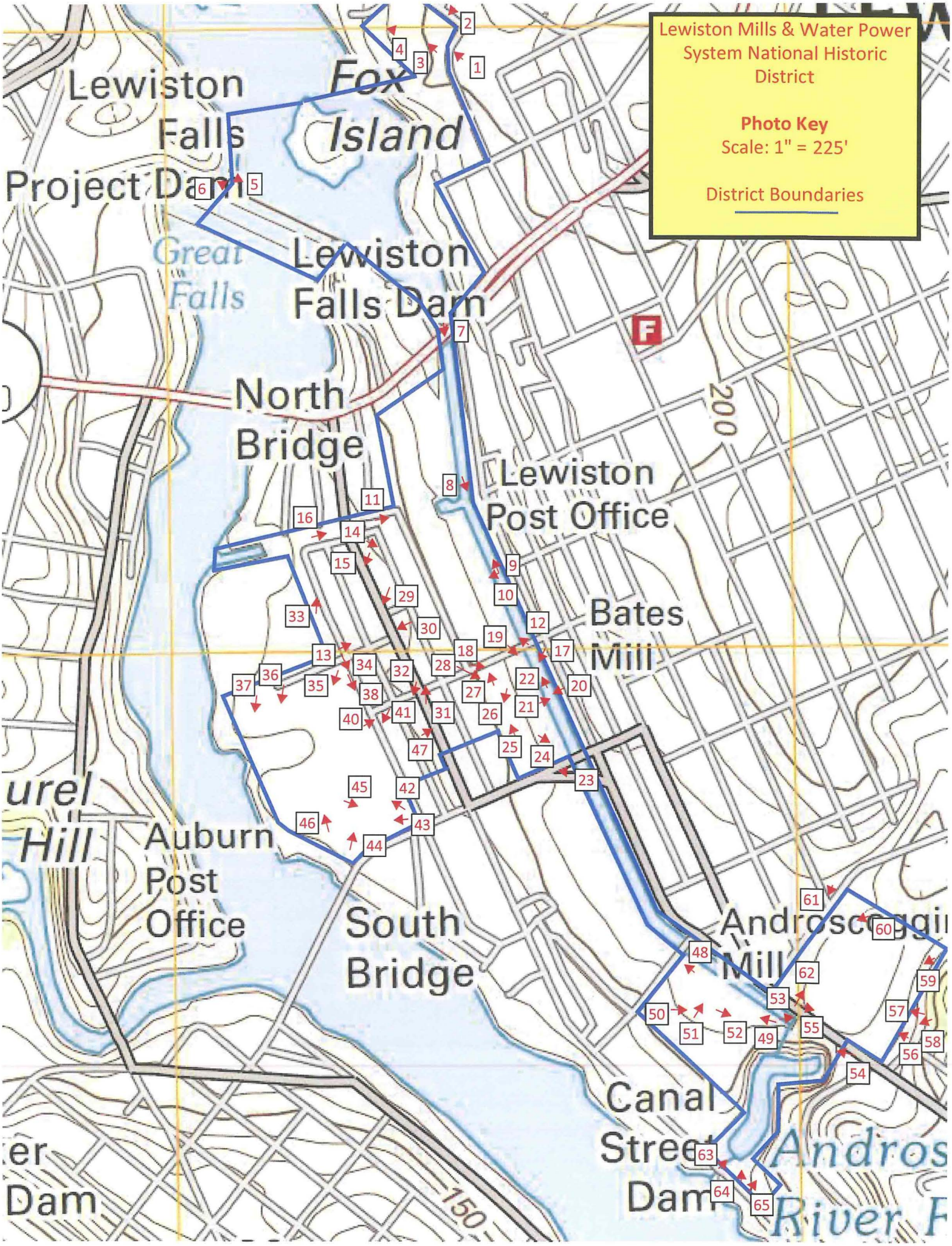

LINCOLN ST
FURNITURE






GAS
TARPS
EXTRA HEAVY DUTY BLACK TARPS
NEW / USED TIRES




Lewiston Mills & Water Power System National Historic District
Photo Key
Scale: 1" = 225'
District Boundaries
Lewiston Falls Project Dam
Fox Island
Great Falls
Lewiston Falls Dam
North Bridge
Lewiston Post Office
Bates Mill
Auburn Post Office
South Bridge
Androscoggin Mill
Canal Street Dam
Androscoggin River
200
150
1
2
3
4
5
6
7
8
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10
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12
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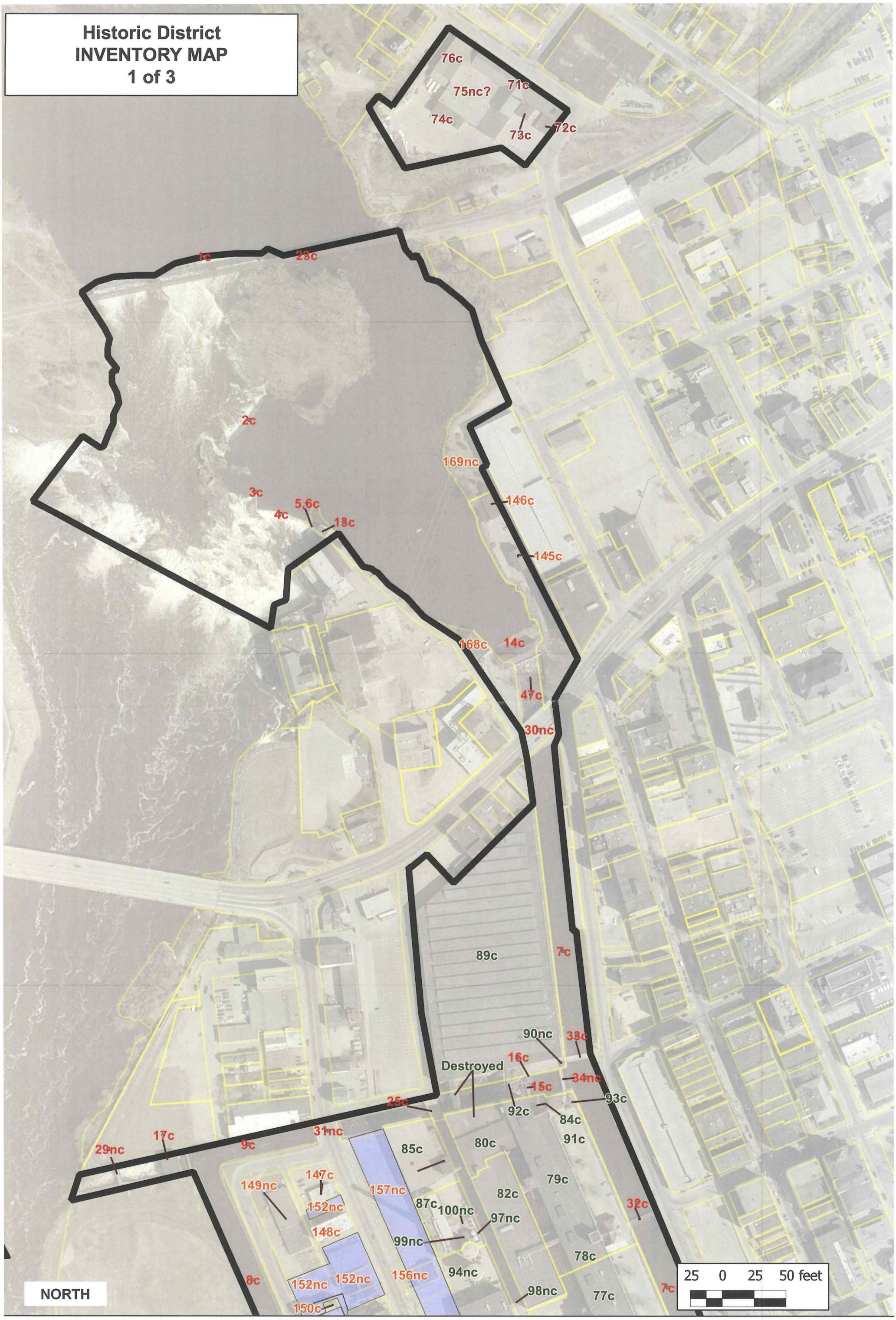
Historic District
INVENTORY MAP
1 of 3



LEWISTON MILLS AND WATERPOWER SYSTEM HISTORIC DISTRICT

Maine Historic Preservation Commission
Augusta, Maine
2 January 2015

#	Inventory Number
c	Contributing Resource
nc	Non-contributing Resource

Vacant or miminally developed lots.

Parcel Boundary

District Boundary

LEWISTON MILLS AND WATERPOWER SYSTEM HISTORIC DISTRICT

#	Inventory Number
c	Contributing Resource
nc	Non-contributing Resource

Vacant or miminally developed lots.

Maine Historic Preservation Commission
Augusta, Maine
2 January 2015

Parcel Boundary

District Boundary

Historic District
INVENTORY MAP
3 of 3

7c
45nc
46c
7c
28c
136c
135c
138c
140c
139c
137c
141c
21c
70nc
Destroyed
56c
53c
58c
55c
54c
57c
59c
66c
65c
67,68,69c
51c
52c
62,63,64c
48c
61
49c
60c
Destroyed
50c
12c
26c
22c
143c
142c
144c

25 0 25 50 feet

NORTH

LEWISTON MILLS AND WATERPOWER SYSTEM HISTORIC DISTRICT

Maine Historic Preservation Commission
Augusta, Maine
2 January 2015

#	Inventory Number
c	Contributing Resource
nc	Non-contributing Resource

Vacant or miminally developed lots.

Parcel Boundary

District Boundary