Yarmouth Historic Context Statement
DRAFT 6 – September 3, 2020

Social History and District Descriptions by Margaret Gaertner from 2018 Architectural Survey, Architectural Significance and Visual Character by Hilary Bassett

Edited by Hilary Bassett and Lynne Seeley. All photos from 2018 Architectural Survey unless otherwise noted. Building dates and names from 2018 Architectural Survey and Village Improvement Society Historic Marker list of 2017. Additional social history information from Yarmouth History Center.

SOCIAL HISTORY

Earliest Settlement

Yarmouth's location where the Royal River feeds into Casco Bay, with access to hunting, fertile land, water and transportation made it attractive to Indigenous peoples of the Wabanaki Nation and also to Europeans who came to the area in the early 1600s. Originally called North Yarmouth to differentiate it from the town of the same name in Massachusetts, the Town was settled by the English first in the 1630s and again in 1679. King Philip's War (1675-78) forced the abandonment of the first settlement and King William's War (1688-97) led to the desertion of the second. Any remains of these earliest settlements would be found in archeological sites. The Wabanaki viewed land deeds as temporary for use of the land, while the English settlers saw them as providing permanent exclusive ownership. Eventually a claim was adjudicated for an English settlement on land beside the Royal River.[1]

The third, and the earliest permanent, settlement in Yarmouth began about 1715. It was on modern-day Gilman Road, near the intersection with Route 88. This settlement had houses; a church, known as the Meeting House Under the Ledge, built in 1729; a school; a tavern; and a cemetery. Little remains of this settlement beyond the Old Ledge Cemetery and the Ammi R. Cutter House of 1730 at 60 Gilman Road.[2] This early village was abandoned in the late 18th and early 19th centuries as people moved inland and settled near the intersection of Main and Bridge Streets. The congregation built a new meeting house on Main Street in 1818 and the Meeting House Under the Ledge was torn down in 1833. What today is known as Yarmouth Village actually developed as two, distinct villages each with its own houses, shops, businesses and churches.

Ammi R. Cutter House, 60 Gilman Road, Photo: H. Bassett.

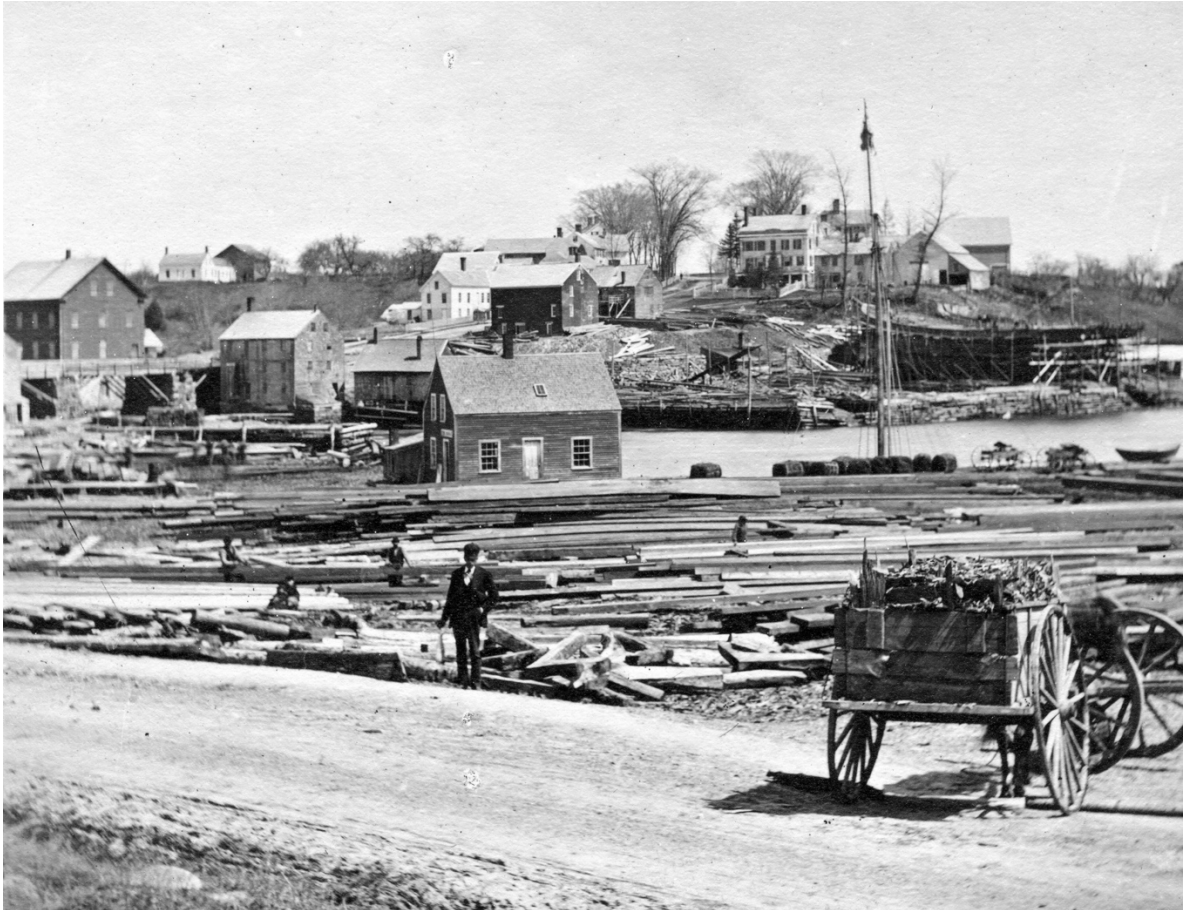
Development of the Lower Village

The first of the two villages, sometimes known as Falls Village or the Lower Village, was the area that developed around the historic shipbuilding industry at the mouth of the Royal River. This area includes Lower Main Street, East Main Street, Pleasant, Marina, and the south end of Spring Streets. It continued inland (east) along Main Street a little beyond the intersections with

Portland Road and Bridge Streets. Beyond Bridge Street was a stream that routinely flooded, rendering the land along it impractical for development until it was filled in with ash from the paper mill that burned in the 1890s.[3] Historically, this marshy area marked the end of the Lower Village while today Route One, in approximately the same location, provides the boundary.

The Lower Village was centered around a thriving shipbuilding industry that was at its peak between 1850 and 1875. The four major shipyards at that time were Hutchins and Stubbs, in operation from 1851-1884; Blanchard Brothers; Lyman Walker; and Giles Loring.[4] Other shipbuilders were Ingraham, Sargent, Poole, Chadsey, Cobb, and Seabury. Three hundred ships in a variety of styles and shapes were built at the Yarmouth shipyards.[5] Giles Loring launched the last major Yarmouth-built ship in 1890 and production of smaller vessels continued through 1925.[6]

The Jeremiah Baker House, 35 East Main Street, was built c. 1848, with a brick basement that was used as a store. It is visible at upper right in the photo below.



View of the Royal River waterfront, shipbuilding, and houses along East Main Street, c. 1875. Three hundred ships were built at the Yarmouth shipyards. Photo: Yarmouth History Center.

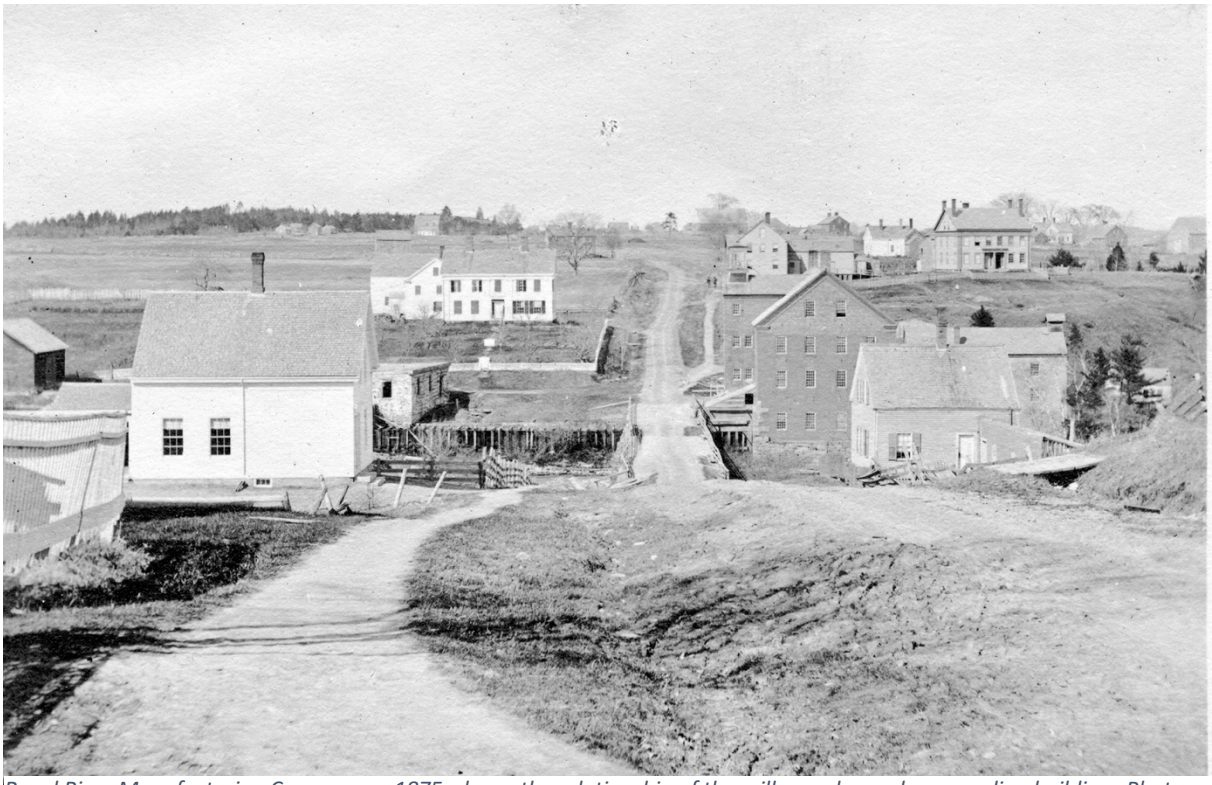
The first falls from Grist Mill Park. In 1898, One Marina Street, at rear, was moved from Pleasant Street. In 1908, it housed the Yarmouth Electric Company, which used waterpower to produce electricity. Photo: H. Bassett

As the scale of shipbuilding grew, other businesses were started both to support shipbuilding and to serve residents in the area. Craig's sawmill was at the Falls.[8] Other businesses in the Lower Village included Richards & Seabury General Store and a fish market.[9] The 1871 Beer's Atlas shows a brickyard, the J. W. Lawrence Store, at least three shipyards, a sawmill, Mrs. Bisbee's store, and unidentified shops.

The Lower Village is also near the first of the Royal River's four falls and these falls provided waterpower to a variety of mills including gristmills and sawmills. The 1871 Beer's map of Yarmouth showed a "g. mill" on one side of the first Falls and a "s. mill" on the other. Today, the location of the former mills is commemorated by Grist Mill Park.

Development of the Royal River Manufacturing Company

A second mill site was at the second of Yarmouth's four falls. A cotton mill was first built on this site in the late 1840s. The appearance of the extant brick mill building at 81 Bridge Street reflects



Royal River Manufacturing Company, c. 1875, shows the relationship of the mill complex and surrounding buildings Photo: Yarmouth History Center

its reconstruction after a fire in 1855 and later 19th-century additions. In 1857, the mill was purchased by the Royal River Manufacturing Company and used as a textile mill for spinning a variety of coarse and fine yarns and making seamless grain bags. The mill employed an average of 50 people, many of whom were of French-Canadian descent. The mill complex included the dam across the Royal River which provided waterpower for its machinery, along with the company offices and housing for workers. The mill owners' residences were located nearby.

The Royal River Manufacturing Company (Sparhawk Mill) complex at 81 Bridge Street in 2020. Photo: H. Bassett.

Development of the Upper Village

The second village was further inland, on either side of Main Street where it intersects West Elm and East Elm Streets. This area was referred to by several names including Corner Village or the Upper Village. Historically it was centered around the former Baptist Meeting House of 1796 (modified in 1835 and 1837) on Hillside Street. Today, this area is centered around the intersection of East and West Elm Streets and Main Street.

Old Baptist Meeting House, undated, Photo: vamonde.com, accessed 7-28-2020.

The anticipated arrival of the Atlantic and St. Lawrence Railway (later the Grand Trunk) in 1848 caused a small building boom in the area around the future depot.[10] Eventually two railroads, the Grand Trunk and the Maine Central, would intersect just outside of the Upper Village.[11] While the railroad did not spur growth in the village itself, it did prove critical to the two major mills in town – the cotton mill at the second falls that became the Royal River Manufacturing Company and the paper mill at the third falls that became the Forest Paper Company. The paper mill had six sidings in place by 1903 to bring in raw materials – poplar logs, coal, quicklime, bleaching powder—and take away the finished pulp.[12]

The major industries in the Upper Village were potteries and tanneries in the early- nineteenth century and paper (pulp) mills in the mid- to late-nineteenth century. Cleaves' Pottery, in operation ca. 1806, was owned by Robert Corliss and David Cleaves.[13] Other early potters in Yarmouth were Thomas (1791), Brooks (1857), and Foster (1840).[14] All were located near the Four Corners of the Upper Village. Tanneries included a large one owned by Nathaniel Marston, another owned by Edward Storer, a third owned by Farris known for especially soft and pliable leather. Several smaller tanneries were in operation as well.[15]

Camp Hammond, 275 Main Street, built by George Hammond, Manager of the Forest Paper Company, with innovative fireproof construction and grounds designed by the Olmsted firm.

By far the largest industry and employer in the Upper Village was the paper mill built at the third of the four falls in the Royal River. There was a rag paper mill at the second falls as early as 1816. In 1864, the Yarmouth Paper Company began operations at the third falls. It later became the Forest Paper Company. In the 1870s, the mill switched to paper made from wood pulp.[16] In 1874 the mill began making soda pulp, the first mill of its kind in New England to do so.[17] The mill was bought by S. D. Warren and expanded.

By 1901, twelve-story tall digesters were in place.[18] The mill eventually grew to include ten large buildings on eight acres of land. At its height the mill employed 275 people and by 1906, taxes from the paper mill were one-quarter of the town's revenue.[19] Unfortunately changes in the papermaking after World War I made the mill less profitable and it began to decline. The workers unionized in August 1916 and went on strike in September. Many workers never returned after the strike.[20] The mill closed in 1923 and burned in 1931.

Forest Paper Company, c. 1900, shows the scale of this industrial operation. None of the buildings survive. Photo: Yarmouth History Center on Maine Memory Network

The decline and eventual loss of its major employer and taxpayer effectively stopped the growth of the town for many years. The 1920 Census recorded that Yarmouth's population had dropped 6% and the 1930 Census recorded an additional 4% drop. The other major mill in Yarmouth – the Royal River Manufacturing Company – only employed about fifty people, not enough to offset the number of jobs lost when the paper mill closed.

The construction of a trolley line in 1898 and the opening of Route One in 1914 expanded the tourism industry in Yarmouth. Most of the development for tourists was closer to the water, including further out on Princes Point, or on Cousins Island or Littlejohn Island, and beyond the 2018 Architectural Survey area. One example of this early tourism industry within the survey area was the Royal River Cabins, on Spring Street. In operation from the 1930s through 1951, each cabin offered guests a private kitchenette and toilet. Today, most of the cabins are gone and the few buildings that remain are so heavily altered that the former cabin site has no historic integrity.

Royal River Cabins, Hippostcard.com, downloaded 6-28-2020. The 2018 Survey found cabins that survive at 1, 5 and 7 Spring Street and 25 Gooding's End.

After the closure of the Forest Paper Company, a few small manufacturing and processing businesses opened. Two canneries were in operation at the mouth of the Royal River in 1916, and one of those remained in operation through the 1970s.[22] Another new industry was a chicken processing plant that opened in 1940 but had closed by 1965.

Development after World War II

It wasn't until the 1950 census that Yarmouth would show significant population growth, reflecting a national trend towards post-World War II suburbanization and widespread automobile use. The relocation and widening of Route One from two lanes to four lanes in 1948 helped facilitate automobile travel to and from Yarmouth. New housing developments in the mid 20th century catered to families who had convenient access to employment opportunities throughout the region. Several intact clusters of well-preserved post World War II housing stock indicate this period of growth.

Additional transportation projects during the 1950s and 60s shaped the town. In 1955, a new bridge linked the mainland to Cousins Island, which was connected to Littlejohn Island by a causeway. In 1961, the section of interstate 295 connecting Yarmouth to Falmouth was completed. The new four-lane expressway traversed the Royal River waterfront where the old shipyards had been, cutting off the grand East Main Street homes of 19th century entrepreneurs and ship captains from the harbor. The Upper and Lower Villages were already separated by Route One, and now the areas along the coast and islands were separated from the rest of the town. With faster commuting available between Yarmouth, Portland and Augusta, Yarmouth's attractiveness as a suburban community increased, spurring additional residential and commercial development.

ARCHITECTURAL SIGNIFICANCE AND VISUAL CHARACTER

General Characteristics

Yarmouth retains its identity as an authentic historic New England village, with its iconic churches and historic buildings that reflect the prosperity of its residents from the late 1700s to the early 20th century. The 1871 Beers map illustrates the basic form of the historic Town we see today: the Lower Village near the mouth of the Royal River, and the Upper Village centered at the Old Baptist Meeting House near Elm and Main Streets. The two villages were separated by a stream and swampy area in between, where Route One is located today.

The Italianate style Central Parish Church (now First Universalist), 97 Main Street, is a focal point of the Lower Village designed by architect Augustus Holt.

Now, most of the early manufacturing facilities which set the economic stage for the development of the town – shipyards and grain, lumber, pulp and cotton mills at the four falls along the Royal River, along with brickyards and tanneries – are gone. The Royal River Manufacturing Company (Sparhawk Mill) complex that survives gives some sense of the scale of these operations.

The housing stock and the religious, commercial and institutional buildings that survive tell the story of the Town and its residents. There are many fine examples of 19th and early 20th century styles of American architecture. The Georgian and Federal periods, Greek Revival, Gothic Revival, and the Italianate are well-represented, and there are good examples of later styles including the Queen Anne and Shingle Styles, Classical and Colonial Revival, and even Craftsman. Greek Revival and Italianate are the most commonly found styles. Noted Maine architects Henry Rowe, Francis Fassett, Thomas J. Sparrow, George M. Harding, Augustus Holt, John Calvin Stevens, and Alexander Wadsworth Longfellow designed buildings in Yarmouth. For the majority of buildings, the architects and master builders remain unknown.

The Dr. Ammi R. Mitchell House, 333 Main Street, is a fine example of Federal Period architecture located in the Upper Village. It is one of 11 properties listed in the National Register of Historic Places. Photos this page: H. Bassett.

Within the Town, there are eleven buildings listed in the National Register of Historic Places. The 2018 Architectural Survey identified 70 additional buildings that have been or could be determined eligible for individual listing. These and many adjacent properties retain a high degree of architectural integrity.

The historic downtown and abutting residential areas retain their traditional Village form and character. Along Main Street, historic religious, educational, and commercial buildings and current and former residences are set back from

the sidewalks and separated by side yards, with a few commercial buildings built right to the sidewalk. Moving away from the Village center, the setbacks and side yards generally get larger and the character more rural. A number of residences retain their original barns and accessory buildings, with several fine examples of the "big house, little house, back house, barn" model. The majority of buildings are of wood frame construction, and are predominately one, two, and two-and-a-half stories in scale. Brick construction is largely reserved for institutional and industrial buildings, while only a few buildings have stone facades.

The cape at 159 Portland Street is a fine example of a gable sided, center hall Greek Revival style house, which retains its original details and attached barn and illustrates the rural character of the Town beyond the Village center.

A notable characteristic of Yarmouth's historic Village is that buildings of various time periods and styles are interspersed. Along the streets, houses from the Georgian and Federal periods abut Greek Revival and Italianate buildings and later 19th and early 20th century structures. As the town (and families) grew, larger homesteads were subdivided and newer buildings were constructed that filled in open areas along the streets. Style preferences changed and buildings were updated to reflect changes in taste. Churches, schools and businesses, were expanded, reconfigured, and updated over time. Occasionally, houses were moved to make land available for something else. For example, the 1830 Bethuel Wood house at 104 Portland Street, was moved from Main Street around 1940 when North Yarmouth Academy purchased the property. The eclectic mix of historic building styles we see today arose organically over time.

Originally on Main Street, the Bethuel Wood House, 104 Portland Street, was moved to its current location around 1940.

In the mid to late 20th century, changes brought by automobile and suburban residential and commercial development threatened Yarmouth's historic character. Along Main Street former residential structures were converted for retail, office or institutional use. In spite of these challenges Yarmouth maintains a remarkably intact architectural heritage visible along its principal streets and in the adjoining neighborhoods.

The Cyrus Foss Sargent House, 251 Main Street, c. 1864, has been converted to offices but retains its distinctive architecture, including the Italianate style porches, brackets, and quoins.

Lower Village Historic District

Historic Overview, Location and Period of Significance

An early view of the Lower Village looking up Portland Street toward Main Street with the former Central Parish (now Unitarian Universalist) Church as a focal point, c. 1875, Photo: Yarmouth History Center.

The Lower Village Historic District reflects its origins in Yarmouth's early history, including its shipbuilding industry at the mouth of the Royal River and the mills at the first falls. As the town prospered, additional residences, commercial, educational and religious buildings were constructed along Main Street and Portland Street, reflecting the high aspirations and economic success of its citizens. Today, the remaining historic buildings not only display a high degree of architectural integrity, but also convey the social history of the town and its residents over a period of 160 years. Contained in the area bounded by Route 1 and Interstate 295, the District encompasses a large concentration of historic buildings along High, East Main, Main, Mayberry Lane, Rocky Hill, and portions of Bridge, Lafayette, Portland, Spring and Willow Streets.

The Period of Significance for the Lower Village Historic District is 1780 is through 1940. 1780-1800 marks the period when the shift inland from the early settlement on Gilman Road began. In 1925, the last ship was built in Yarmouth, thus marking the end of the shipbuilding era. Even with a diminished economic base, new facilities at North Yarmouth Academy, a granite former post office (in 2020 a bank), and the American Legion (Yarmouth Log Cabin) embellished the Lower Village streetscape in the years prior to World War II, hence the termination date of 1940.

Architectural Character

While today there are no visible remains of the many shipyards that once filled the harbor and Interstate 295 physically severs the Lower Village from the waterfront, the many high-style Georgian, Federal and Greek Revival houses that still stand at the lower end of Main Street and along East Main Street attest to the great wealth the shipyards generated. The grist and sawmills are gone from the site of the Royal River's first falls, but the retaining wall and abutments from the 1700s are still visible from Grist Mill Park (see photo on page 3).

East Main Street

Along a ridge above the harbor at 51 East Main Street, merchant and shipbuilder William Stockbridge's imposing three-story Federal style mansion of 1815 stands proudly with its prominent louvered fanlights at the front and side entrances, and impressive twelve-over-twelve sash windows. The former home of grist mill and sawmill owner Peter Weare at 68 East Main has parts that may derive from the original building of 1715, was altered in 1780 and recently restored. It has a Georgian style door surround with pilasters, entablature, and a row of small windows above the door. A similar door surround is found at 43 East Main, the Georgian style clapboard house of 1780 built by Johnathan True, a clothier who ran a business at the Lower Falls, and who was later associated with shipbuilder David Pratt. 64 East Main, a side hall Greek Revival style house with pilasters at its gable ends, is connected to a series of buildings that include its original barn with cupola. It was built in 1866 for Augustus True.

William Stockbridge House, 51 East Main Street.

Peter Weare House, 68 East Main Street.

Johnathan True House, 43 East Main Street.

Augustus True House & Barn, 64 East Main Street.

Dexter Hale House & Barn, 56 Spring Street.

48 Marina Road.

To the north, along Spring Street are more modest houses, such as the Greek Revival Dexter Hale House of 1852 at 56 Spring Street. To the south, are smaller-scaled houses that represent the workers at the yards, such as the Greek Revival cottage at 48 Marina Road. A grander example is the home of shipyard foreman Herman Seabury at 9 Marina Road, built c. 1870, which still retains some Italianate details.

Herman Seabury House, 9 Marina Road, Photo: H. Bassett.

Fire Station, 50 Main Street.

Main Street

At the top of the hill where Main and Marina Street meet the land flattens out as Main Street proceeds inland. The Greek Revival former fire station of 1889 sits at the intersection at 50 Main.

Alfred and Francis Seabury House, 49 Main Street.

Across the street at 49 Main is the Gothic Revival Alfred and Francis Seabury house of 1846, designed by Portland architect Henry Rowe. Its intricate carving along the roof's gable end, distinctive crowns atop the windows, and pointed-arch window at the attic are typical of the style. A series of residential and commercial buildings of modest scale, some with their original barns, follow along the street. Most are set back from the sidewalk. Of note are the brick Greek Revival Storer General Store at 108 Main, at the intersection with Portland Street, and across the street at 109, the side hall Italianate William Harvey House of 1859 with its attached barn.

Storer General Store, 108 Main Street.

William Harvey House, 109 Main Street.

First Parish Congregational Church, 116 Main Street, Photo: H. Bassett.

Two churches nearby are listed in the National Register. The First Parish Congregational Church of 1867, at 116 Main, was designed by George M. Harding in the Italianate style, with its tall arched windows and spire held high by clustered columns with decorative capitals and arches. The First Universalist (formerly Central Parish) Church of 1859-60 at 97 Main, also Italianate in style, was designed by Augustus Holt (see photos page 7 and 8). It is simpler in design, with a strong arched and bracketed cornice and pilasters flanking the sides and entrance to the building.

Portland Street has a strong collection of intact 19th century residential structures, many with

deeper setbacks from the road as it extends away from Main Street (see historic photo on page 8). Examples include the well-preserved high style Italianate residence at 34 Portland Street, with its prominent quoins and bracketed cornice, built for painter Gad Hitchcock in 1856. The 1833 Federal style cape at 61 Portland Street, home of shipwright Davis Moxcey, has a carved fan over the door, sidelights, and nine-over-six windows. Heading out of town, the Colonel Seth Mitchell house (later a tavern) of 1810 at 115 Portland is a simple but commanding three-story Federal period house with associated outbuildings, while 159 Portland is a finely detailed Greek Revival residence with wreath carvings at the cornice line and connected farm buildings.

Gad Hitchcock House, 34 Portland Street.

Davis Moxcey House, 61 Portland Street.

Colonel Seth Mitchell House & Barn, 115 Portland Street.

John Sargent House, 124 Main Street.

As Main Street proceeds northwest beyond Portland Street, there is a variety of residential architecture. A grand Federal-style mansion is the John Sargent house, at 124 Main Street. This large, c. 1825 residence retains its entry door with a louvered fan and sidelights, its massive center chimney, and its clapboard siding, nine-over-six sash, and wooden shutters.

A fine example of educational architecture, the North Yarmouth Academy (NYA) campus at 129, 141 and 148 Main

North Yarmouth Academy, Academy Hall and Russell Hall at 129 & 141 Main Street.

Street is unified by its two main academic quadrangles, pathways, and fences flanking the street. On the north side, Russell Hall of 1841, originally a dormitory, and Academy Hall of 1847, both constructed in brick in the Greek Revival style, are listed in the National Register. Both feature three bays delineated by pilasters and a strong gable end to the street, with eight chimneys

North Yarmouth Academy, Curtis Building, Safford Auditorium, and Curtis Gymnasium, 148 Main Street.

defining Russell Hall and a bell tower crowning Academy Hall. Across the street, the brick Curtis Building, which includes Cutter Gymnasium and Safford Auditorium, built in the early 1930s, draws from Classical models. It has three prominent entrances, each marked by double pilasters and prominent pediments set forward from the two-story building. The large central entrance has geometric columns and a curved cornice, and the building is topped by a domed cupola.

Near the campus are residential buildings, several of which have at one time been affiliated with the school. Among them are the brick Greek Revival Sylvanus Blanchard house of 1847 at 158 Main with its later Eastlake-style carved door hood and its attached wooden barn. The 1792 vernacular style house at 162 Main was home to Payne Ellwell, Yarmouth's first postmaster. It

has a simple, center-hall plan, clapboard siding and nine-over-six sash. At 163 Main, stands a finely detailed wooden Greek Revival cape from 1843.

Captain Sylvanus Blanchard House, 158 Main Street.

Payne Ellwell House, 162 Main Street.

163 Main Street.

Beyond NYA toward the Route 1 overpass, which serves as the District boundary, are several distinctive civic buildings. The well-preserved wood frame Casco Lodge #36, built in 1872 at 189 Main, is a high style Italianate masonic lodge with distinctive carved window details and brackets and its gable end to the street. Across the street, 188 Main is the stone-clad one-story former post office built in the 1930s, now in commercial use. Next door at 196 Main is the American Legion Anderson-Mayberry Post 91, built in 1932, which memorializes two Yarmouth natives who perished at Fort Devens in the influenza epidemic of 1918. Now known by its descriptive name, the Yarmouth Log Cabin serves as a community gathering place.

Casco Lodge #36, 189 Main Street.

U.S. Post Office, 188 Main Street.

American Legion Anderson-Mayberry Post, 196 Main Street.

Royal River Manufacturing Company Historic District

Historic Overview, Location and Period of Significance

This district encompasses the historic brick Royal River Manufacturing Company mill complex on Bridge Street (also known as the Sparhawk Mill) at the second falls of the Royal River and related structures nearby. These include a large mansion that is a former mill owner's house and several modest-scaled residential buildings, two boarding houses, and three barns. While mill buildings had been located there as early as 1817, those that survive are historically associated with a cotton mill established on the site in the 1840s, and later modified and expanded. In 1855, Harrison J. Libby bought the building after a fire and rebuilt it to manufacture cotton thread and seamless grain bags. The complex is significant for its role in Yarmouth's industrial history and for its role as a major employer in the Town. The District is located along Bridge Street from the mill complex at the Royal River northeast to Willow Street.

The brick Royal River Manufacturing Company complex, now known as the Sparhawk Mill, at 81 Bridge Street, with the former company office and barn across the street at 80 Bridge. Architect Francis Fassett designed the office and the Italianate tower. Photo: H. Bassett.

The Period of Significance for the Royal River Manufacturing Company Historic District is 1840-1950. These dates mark the period when Phillip Kimball established mills and built his house and other buildings nearby, and when the Royal River Manufacturing Company operated and related buildings were constructed and occupied. Manufacturing in the mill ceased in 1950.

Architectural Character

The former Royal River Manufacturing Company at 81 Bridge Street, now known as the Sparhawk Mill, is a compact brick mill complex on the Royal River. Viewed from Bridge Street, the complex has three principal components: a tall, square five-story tower at the corner, with an arched open belvedere at the top; to the left, an attached three-story rectangular building with a low-pitched gabled roof; and to the right, a large, steeply gabled building with three dormers. A low ell lies perpendicular to the main complex, projecting toward the water. Viewed from the Royal River, the large scale of the complex is most evident. The tower, enlarged in 1885, has Italianate details.

Worker housing for the Royal River Manufacturing Company at 107 and 109 Bridge Street (right).

Across the street from the mill, 80 Bridge Street, designed by architect Francis Fassett in the early 1880s with clapboard details, was once the office for the mill. Its English style barn also survives. 107 Bridge Street, which retains its Greek Revival pilasters and its barn, and 109 Bridge Street, which has side lights flanking its entrance, were built as boarding houses for the mill workers.

Phillip H. Kimball House (above) & Barn (right), 100 Bridge Street.

125 Bridge Street.

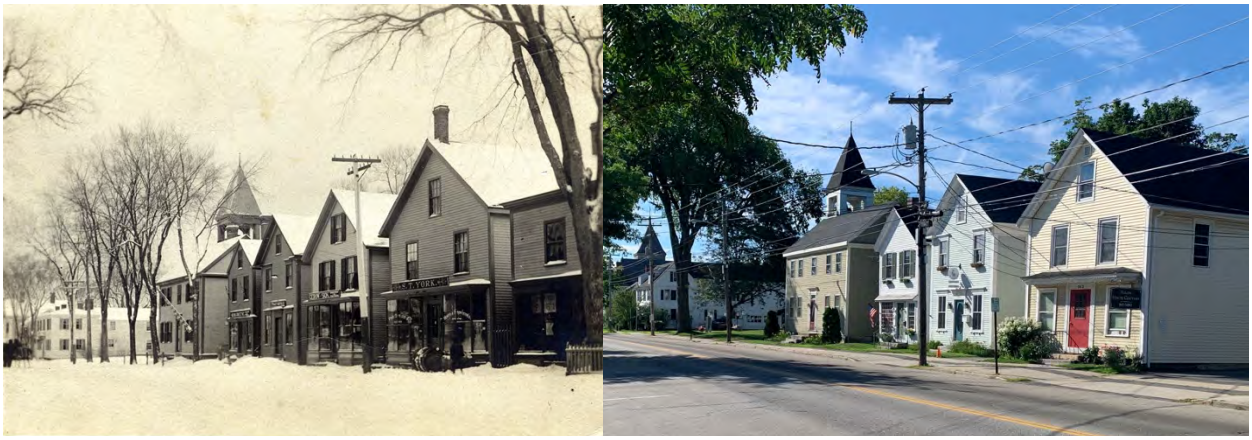
Up the hill from the river, on a large open site, is the house and barn at 100 Bridge Street, c. 1840, both built by Phillip Kimball, owner of a previous cotton mill at the site, which was established in the 1840s. The five-bay Greek Revival residence has four huge pilasters across the front. Its New England style barn also retains a high degree of integrity. At 125 Bridge Street a heavily altered Greek Revival cape and its barn were also built by Kimball.

Upper Village Historic District

Historic Overview, Location and Period of Significance

Historically, the Upper Village developed around the North Yarmouth and Freeport Baptist Meeting House (the Old Baptist Meeting House) originally constructed in 1796 on Hillside Street. Over time the settlement expanded eastward along Main Street. Today, the Upper Village Historic District is centered at the intersection of Main Street and East and West Elm Streets. Main Street was the retail and commercial core of this village while the side streets are lined with houses and the occasional church building. The District extends westward from Route One along Main Street to the Captain Reuben Merrill House at 233 West Main Street on the north side of the street, and 190 West Main on its south side. It also includes several properties just off West Main on Sligo Road. To the northeast it runs along East Elm Street to the Royal River and the railroad tracks. To the south it includes Hillside Street to Cumberland Street, West Elm Street to Tenney Street, and South Street, as well as several properties along Cleaves Street.

Old Baptist Meeting House, c. 1875, Photo: Yarmouth History Center.



Five surviving buildings and the steeple of the First Baptist Church are still vibrant elements of the retail and commercial core of today's Yarmouth Village where Main and East and West Elm Streets intersect, as shown in these photos from c. 1900 and 2020. Historic photo: Yarmouth History Center; 2020 photo: H. Bassett.

Major industries in this area included potteries in the early-19th century and the Yarmouth Paper Company and the Forest Paper Company slightly later. These manufacturers have closed, however the surviving houses in the area represent the prosperity these industries created. This District is significant as a remarkably well-preserved collection of buildings with a high degree of integrity. As a whole, they retain the feeling of an intact New England village of the 19th century and also represent the development of the Town of Yarmouth.

The Period of Significance is 1780, the approximate date of the settlement of this area, through 1940. In 1923, the Forest Paper Company closed and development in this area was greatly reduced through the Great Depression and leading up to World War II, bringing the ending date to 1940.

Architectural Character

Main Street

Main Street traverses the Upper Village westward, featuring well-preserved historic buildings from the late 1700s to the early 20th century, including barns and outbuildings. The train depot, library, churches and the "Brick Block" of 1862, are prominent civic and commercial buildings interspersed with a string of residences, many now used as offices and shops.

Introducing the District are two prominent civic buildings from the turn of the 20th century. The Merrill Memorial Library at 215 Main, just beyond the Route One overpass, was designed by

The Merrill Memorial Library, 215 Main Street, has two additions at the rear that enhance the historic building of 1904-5 though material choices and compatible design elements, while being clearly contemporary. All photos this page: H. Bassett.

Alexander Wadsworth Longfellow in the Colonial Revival style in 1904-5. Built in brick and granite, it has a finely detailed cornice and a prominent central entrance fronting on Main Street. In 1988, a wing was added at the rear that doubled the size of the library, designed by SMRT Architects & Engineers, and in 2014 a new side entrance was added to improve access and circulation, designed by Barba + Wheelock Architects. Nearby, the Grand Trunk Railroad Station of 1906, at 288 Main, also recently rehabilitated, is distinguished by an unusual rounded end which is topped by a conical roof. It is fronted by Village Green Park.

Grand Trunk Depot, 288 Main Street.

Sacred Heart Catholic Church, 316 Main Street.

At 326 Main, Sacred Heart Catholic Church, c. 1920, has a stone Romanesque Revival design with large buttresses, a rose window and an arched decorative panel above the entrance. An old postcard shows that

the extended roof and columns at the sides of the steeply gabled roof were added later. The First Baptist Church at 346 Main where it meets Center Street was designed in the Shingle Style by John Calvin Stevens. The 1889 building stands out for its asymmetrical design, prominent bell tower, steep gables, bands of stained glass windows, and a dramatic curved apse with conical roof. Across from the church at Main and Center Streets, a circular cast iron horse watering trough, now serving as a planter, reminds us that 19th century transportation truly relied on horse power.

First Baptist Church, 346 Main Street.

The Center Street trough is located in a narrow esplanade across from First Baptist. Photo: Yarmouth History Center.

Built in 1889-90, on a site set far back from the street, Camp Hammond is a large Shingle Style mansion with a gambrel roof at 275 Main Street (see photo on page 5). George W. Hammond, manager of the nearby Forest Paper Company and a local philanthropist, designed it as a summer house using the "mill built" technique, a fire-retardant approach to wood-frame construction. The grounds of this National Register listed property were designed by the Frederick Law Olmsted Co., of Boston.

Captain Sylvanus Blanchard House, 317 Main Street.

Residences along Main Street reflect a broad range of architectural styles and attest to the organic growth of the town throughout the 19th century. The Italianate Cyrus Foss Sargent House of c. 1864 at 251 Main, now offices, boasts fine Italianate details including quoins, brackets and attached porches at each side (see photo page 8). The Captain Sylvanus C. Blanchard House of 1855 at number 317, now a community music center, was designed by architect Charles Alexander in the Italianate

style for a successful ship captain and shipbuilder. It has a side entrance, with bracketed cornices and a distinctive octagonal cupola. Dr. Ammi R. Mitchell, a noted physician, civic leader, and Massachusetts legislator, built his house at 333 Main in the Federal Style in 1801 (see photo on page 7). It has a steeply pitched hip roof, four brick chimneys, prominent pilasters flanking the entrance, and lovely carved details surrounding the fanlight above the front entrance and atop the first floor windows. Mitchell's earlier residence is also in the Upper Village (see below).

The intersection of Main Street with East and West Elm Streets has traditionally served as a retail center. The c. 1862 "Brick Block" at 355, 357, and 359 Main Street, built by Ansel Loring and Samuel Fogg, has a distinctive bracketed cornice and granite-clad first floor. It has been home to many retail businesses since its construction. Across the street, the more modest vernacular wood frame buildings at 356 Main, the George H. Jeffards Harness Shop of 1889 at 358 Main, and 360 Main are other examples of early retail buildings, although not as well preserved (see additional photos on page 18). Tucked in behind them at 350 Main is a Gothic Revival style residence, with its lacy decorative carving along the roofline.

The Brick Block, 355, 357, 359 Main Street.

356, 358, and 360 Main Street were part of the Upper Village retail center. The house at 350 Main can be seen behind them, and above right. The Jeffards Shop at 358 served as the Yarmouthville (another name for the Upper Village) post office c. 1915.

Old Baptist Meeting House Neighborhood

The neighborhood to the south of Main Street near the Old Baptist Meeting House and bounded by Hillside, Cumberland, South and Main Streets has a series of connected streets, houses of various styles and time periods, many with attached barns, and interconnected lawns. One of the earliest residences, the Dr. Ammi R. Mitchell House of c. 1770-1800 at 33 Center Street, is set further back on its large site in the middle of its block at an angle to the street. Its large center chimney, small-scale windows, and deeply pitched roof further

Dr. Ammi R. Mitchell House, 33 Center Street; All photos this page: H. Bassett.

distinguish it from its neighbors (Mitchell also built the Federal style house at 333 Main, see page 8). Closer to the street are later buildings such as the Edward H. Smith House of 1848, a Greek Revival with Italianate porch and original barn at 65 Center and the high style Italianate Charles W. Jordan House, 1877, at 42 Center, with its bay window, side porch and connected barn.

Edward H. Smith House & Barn, 65 Center Street.

Charles W. Jordan House & Barn, 42 Center Street.

Old Baptist Meeting House, 25 Hillside Street. Photo: H. Bassett.

The Old Baptist Meeting House at 25 Hillside Street stands next to the original cemetery, projecting the feeling of the quintessential New England town. Originally built in 1796, updated and enlarged in 1825 and 1837, it is listed in the National Register. The building has a square bell tower and conical steeple with a weathervane, a prominent double gable facing the street, and Gothic arches at the windows and doors flanking the main entrance.

Patrick Haney House, 58 Hillside Street.

On the land across the street, houses are widely spaced with open, connected lawns. The vernacular Patrick Haney House and barn of c. 1849 at 58 Hillside evokes the rural character of the early town. A block away, more densely spaced houses along Church Street reflect

the stylistic diversity of the neighborhood: the Ebenezer Corliss House built in 1800 at 9 Church Street, with its handsome Georgian door surround, is among the earlier buildings, while next

Ebenezer Corliss House, 9 Church Street.

Julia and John Dunn Store, 3 Church Street.

door at 3 Church Street, the Julia and John Dunn Store of 1865 features decorative shingle siding and an asymmetrical design. Further down the block, 27 Church Street is a small side hall Greek Revival building built by Edward B. Humphrey in 1850.

Edward B. Humphrey House & Barn, 27 Church Street.

Larger scale properties in the Meeting House neighborhood display the prosperity of their owners, such as the Captain Joseph Bucknam House at 3 Cumberland Street. This side hall Greek Revival building, built by Jeremiah Loring in 1847, has a finely detailed connected ell and English barn. Nearby at 49 South Street, the house of Captain Perez N. Blanchard, one of the Blanchard brothers who were shipbuilders and captains, is an elegant central hall Greek Revival with bold pilasters and cornice, side porch and original barn. Further down South Street, are two Queen Anne style residences built c. 1896 which are marked by their asymmetrical design, engaged porches and corner turrets. 62 South Street was the home of Frederic Gore, a chemist and the manager the Forest Paper Company.[21] 74, South Street, which features distinctive trim and window details, was owned by George M. Coombs, a partner in a confectionary business on Main Street.

Joseph Bucknam House & Barn, 3 Cumberland Street.

Captain Perez N. Blanchard House & Barn (right), 49 South Street.

Frederic Gore House, 62 South Street.

George M. Coombs House, 74 South Street.

West and East Elm Streets

David and Robert Cleaves House, 30 West Elm Street.

Former Methodist Church, 35 West Elm Street.

Similarly, West Elm Street's residences are a mix of scales and architectural styles. Pottery owners David and Robert Cleaves built the center hall Greek Revival house at 30 West Elm. The Gothic Revival building at 35 West Elm is a former Methodist Church, now a residence. At Cumberland Street, two handsome Italianate mansions, each with attached barns mark the corner. At 73 West Elm, the Leonard Williams House of 1863 has elegant brackets on its cornice and gables,

quoins, bay windows and a side porch. At number 87, the Samuel N. Prince house has two front-facing bay windows, and a side porch entrance. Further out West Elm, at 111, is a shingled dwelling in the Queen Anne Style with steep gables and an engaged porch. It was designed in 1889 by John Calvin Stevens and Albert Winslow Cobb for Captain Claudius Lawrence. At 151 West Elm stands an early 20th century, Craftsman style bungalow which retains its overhanging gabled roof and brackets, central dormer, and engaged porch, which is now enclosed.

Leonard Williams House & Barn, 73 West Elm Street.

Samuel N. Prince House & Barn, 87 West Elm Street.

Captain Claudius Lawrence House, 111 West Elm Street. 151 West Elm Street.

East Elm Street runs down the hill from Main Street toward the Royal River at the fourth falls where the flour mills once stood. The Greek Revival duplex of 1835 associated with Andrew Haven and James J. Humphrey at 27 East Elm has its two original barns. Also surviving are a series of residences affiliated with the mills. The Nathaniel Gooch House of 1849 at 30 East Elm

Andrew Haven and James J. Humphrey House, 27 East Elm Street.

Former Boarding House, 92 East Elm Street.

Nathaniel Gooch House & Barn, 30 East Elm Street.

is a side hall Greek Revival dwelling. The Gooch family were mill owners. At 92 East Elm stands a former boarding house for mill workers, later a maternity hospital, which retains its overall form and wooden details at the attic level.

West Main Street

Captain Samuel Drinkwater House, 5 West Main Street.

Beyond the intersection with East and West Elm Streets, West Main Street becomes more rural and

Matthias Storer House, 43 West Main Street.

residential in character, with buildings spaced more widely and with deeper setbacks. A number of late 18th and early 19th century buildings survive. Captain Samuel Drinkwater, pilot of the *USS Enterprise* during the War of 1812, built the house at 5 West Main in c. 1803. The two-story dwelling retains it Georgian door surround and large center chimney. Additional examples include Matthias Storer's early cape of c. 1802 at 43 West Main, Alexander Mills' cape with a large center chimney of c. 1796 at 54 West Main, and the John Cutter House of c. 1795, at 163 West Main, a two-story Georgian with simple door surround and several attached buildings.

Alexander Mills House, 54 West Main Street.

John Cutter House & Barn, 163 West Main Street.

The Greek Revival Brick School District #4, a pair of modestly-scaled school buildings at 117 and 121 West Main, c. 1841 and c. 1856 respectively, retain their architectural integrity, as does the William M. R. Lunt house, a side hall Greek Revival house with some Italianate details at 139 West Main.

School, District No. 4, 117 West Main Street.

William M. R. Lunt House, 139 West Main Street.

While compromised by its 1960s entrance addition, the nursing home complex at 20 West Main Street incorporates several high style historic buildings. The c. 1850-70 Italianate style building to the east retains its elaborate brackets, quoins, window trim details, and bay window, as well as its original carriage barn, which can all be seen beyond the modern addition. The Greek Revival

Coastal Manor Nursing Home, 20 West Main Street, incorporates several historic buildings including the high style Italianate House & Carriage Barn seen behind the 1960s addition and the Greek Revival House next door (now connected to the rest of the complex).

Coastal Manor Nursing Home, 20 West Main Street.

structure of 1830-40 to the west retains its two-bay design, with pilasters and a prominent side gable.

Lewis Pomeroy House, 27 West Main Street.

Among the buildings from later periods along West Main Street, is the Lewis Pomeroy House at number 27, c. 1890, which was designed by John Calvin Stevens and Albert Winslow Cobb. It is located in an area of earlier 19th century houses.

Marking the end of the District on the north side of West Main Street is the Captain Reuben Merrill house of 1858 at 233 West Main, a stately three-story dwelling built for a leading ship captain and designed by architect Thomas J. Sparrow. It is a grand house featuring a hipped roof with four chimneys, a bracketed cornice, and bold pilasters and a balustrade above the front entrance. It retains its intricately detailed cast iron fence. On the south side, the District boundary is at 190 West Main, an early 19th century vernacular hall and parlor cape with a transom window above the entrance.

Captain Reuben Merrill House, 233 West Main Street.

190 West Main Street.

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Footnotes to Social History

1. Yarmouth History Center website accessed 2 May, 2020
2. Aldrege, 10 and Hall, 4.
3. Hall, 37.
4. "Shipbuilding in Yarmouth," available at http://www.yarmouthmehistory.org/shipbuilding-in- Yarmouth/ Accessed 15 June, 2018.
5. Garniss, 8.
6. Garniss, 11.
7. Hall, 53.
8. Garniss, 9.
9. Hall, 48.
10. Hall, 22.
11. Hall, 86.
12. Rowe, 328. Sanborn Map Company, "Yarmouth Cumberland Co. Maine February 1903," Plate 1.
13. Garniss, 63.
14. Garniss, 63.
15. Rowe, 324.
16. Hall, 84.
17. Garniss, 59.
18. Hall, 84.
19. Hall, 84.
20. Aldredge, 40, 51.

Federal and State Grant Recognition, Disclosure, and Disclaimer Statement
This project has been funded in part by a Historic Preservation Grant administered by the Maine Historic Preservation Commission.

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