1. NAME AND LOCATION OF PROPERTY

Historic Name: Great Falls/S.U.M. Historic District (Revised Documentation and Boundary Extension)

Other Name/Site Number: Great Falls of the Passaic/Society for Establishing Useful Manufactures

Street and Number (if applicable)**:** N/A

City/Town: Paterson **County:** Passaic **State:** New Jersey

2. SIGNIFICANCE DATA

NHL Criteria: 1, 2, 4, 5

NHL Criteria Exceptions: N/A

NHL Theme(s): III. Expressing Cultural Values
5. Architecture, Landscape Architecture, and Urban Design
V. Developing the American Economy:
1. Labor Organization and Protests
2. Peopling Places: Migration from Outside and Within
8. Economic Theory

Period(s) of Significance: 1791-1945

Significant Person(s) (only Criterion 2)**:** Alexander Hamilton, Tench Coxe

Cultural Affiliation (only Criterion 6)**:** N/A

Designer/Creator/Architect/Builder: Pierre Charles L'Enfant

Historic Contexts: n/a

3. WITHHOLDING SENSITIVE INFORMATION

Does this nomination contain sensitive information that should be withheld under Section 304 of the National Historic Preservation Act?

___ Yes

_X_ No

4. GEOGRAPHICAL DATA

1. Acreage of Property: 182 acres

2. Use either Latitude/Longitude Coordinates or the UTM system:

Latitude/Longitude Coordinates (enter coordinates to 6 decimal places)**:**
Datum if other than WGS84:

Latitude 1:	40.921939°	**Longitude 1:**	-74.178943°
Latitude 2:	40.921668°	**Longitude 3:**	-74.175683°
Latitude 3:	40.920265°	**Longitude 3:**	-74.174416°
Latitude 4:	40.918287°	**Longitude 4:**	-74.175286°
Latitude 5:	40.917098°	**Longitude 5:**	-74.178091°
Latitude 6:	40.913046°	**Longitude 6:**	-74.175803°
Latitude 7:	40.912115°	**Longitude 7:**	-74.173439°
Latitude 8:	40.908329°	**Longitude 8:**	-74.171817°
Latitude 9:	40.909274°	**Longitude 9:**	-74.173939°
Latitude 10:	40.911407°	**Longitude 10:**	-74.175275°
Latitude 11:	40.912314°	**Longitude 11:**	-74.177771°
Latitude 12:	40.910834°	**Longitude 12:**	-74.176977°
Latitude 13:	40.909709°	**Longitude 13:**	-74.179985°
Latitude 14:	40.909835°	**Longitude 14:**	-74.182484°
Latitude 15:	40.911946°	**Longitude 15:**	-74.183132°
Latitude 16:	40.914768°	**Longitude 16:**	-74.181519°
Latitude 17:	40.916890°	**Longitude 17:**	-74.183900°
Latitude 18:	40.917342°	**Longitude 18:**	-74.181266°
Latitude 19:	40.918181°	**Longitude 19:**	-74.180073°
Latitude 20:	40.920010°	**Longitude 20:**	-74.181857°

OR

UTM References:

Zone	**Easting**	**Northing**

3. Verbal Boundary Description:

The boundary of Livermore Plantation is shown as the green line on the accompanying map and referred to as the "Proposed Great Falls/S.U.M. Historic District boundaries (2020)."

4. Boundary Justification:

The boundary encompasses those properties that were historically associated with the Society of Useful Manufactures and retain a high degree of integrity. This includes the industrial resources clustered around the Great Falls geological feature, as well as the significant commercial, institutional, and residential resources that were historically associated with those industrial operations and retain sufficient integrity.

5. SIGNIFICANCE STATEMENT AND DISCUSSION

INTRODUCTION: SUMMARY STATEMENT OF SIGNIFICANCE

The Great Falls/S.U.M. Historic District in Paterson, New Jersey, is nationally significant as one of the earliest and most important industrial quarters in the United States. The district, which is located in Paterson's urban core and encompasses the Great Falls of the Passaic River, made substantial and significant contributions to the development of the American economy and manufacturing. The area owes its development to the 1791 creation of the Society of Useful Manufactures (S.U.M.), a business interest organized by United States Secretary of the Treasury Alexander Hamilton and others to assert American independence from British industry in the years after the American Revolution. Driven by Hamilton's desire to establish an industrial counterpart to America's long-established agrarian economy, the S.U.M. commissioned the design of an elaborate raceway system in order to harness the water power of the Great Falls and encourage new industries. The resulting raceways and tailraces are a significant engineering achievement, as they supported the establishment of several manufacturers with nationally significant profiles in the 18th, 19th, and 20th centuries.

Unlike other contemporary industrial communities that were established and planned by a single company (e.g. Coltsville, Pullman), the Great Falls/S.U.M. Historic District has consistently accommodated a range of products and proprietors, cultivating a diverse industrial ecosystem that addresses all dimensions of its employers' and laborers' lives: the district includes resources associated with labor, housing, commerce, and social associations.

The S.U.M. charter extended from 1791 to 1945—a lifespan that constitutes the period of significance for the historic district. Throughout those centuries, the Great Falls/S.U.M. historic district was consistently characterized by generations of immigration and (in related movements) labor disputes. Labor strikes were organized within the district boundaries in the 19th and 20th centuries, a key representation of the interconnected relationship between immigration, migration, industrialization, and urbanization in the development of the American economy.

The Great Falls/S.U.M. Historic District is nationally significant based on the following National Historic Landmark criteria: Criterion 1, for the district's association with nationally-significant labor organizations and protests, related to concurrent immigration patterns; Criterion 2, for its association with Alexander Hamilton, during the same time when he served as the United States Secretary of the Treasury; and under Criteria 4 and 5, for the innovation of the district's raceway infrastructure, which was critical to the development of nationally-significant industries and Paterson's urban core.

PROVIDE RELEVANT PROPERTY-SPECIFIC HISTORY, HISTORICAL CONTEXT, AND THEMES. JUSTIFY CRITERIA, EXCEPTIONS, AND PERIODS OF SIGNIFICANCE LISTED IN SECTION 2.

The Great Falls/S.U.M. Historic District encompasses significant industrial, commercial, residential, and infrastructural buildings and structures that demonstrate the development of Paterson's manufacturing core between 1791 and 1945, under the auspices of the Society of Useful Manufactures. The historic district represents a heterogenous manufacturing ecosystem in which diverse industries could thrive based on the infrastructure and innovation of the raceway system.

Early American Industry

Until the advent of the industrial revolution in the mid-18th century, manufacturing and commercial production was a decentralized and inefficient process, occurring primarily in individual homes and relying on multiple people to maneuver each loom. Over the course of just a few decades, however, several key inventions accelerated the process and industrialized the textile industry: John Kay invented the flying shuttle in 1733, cutting in half the amount of labor needed for each loom; Richard Arkwright created an automatic spinning machine in 1769; in 1764, James Hargreaves developed the "spinning jenny," a multi-spindle spinning frame, followed quickly by Samuel Crompton's invention of the spinning mule c. 1779. In 1787, Edmund Cartwright secured a patent for a power loom, just 54 years after Kay's invention.[1]

In turn, British manufacturers began to construct mills to consolidate these machines and the production process overall. However, the concentration of production was not possible without the generation of more power to support the increasingly mechanized machines. Early English mills relied on water power for their production, but as manufacturing operations scaled up in England—which lacked the topography to sustain large-scale water power—English industrialists instead used steam power for their mills.[2]

The mills procured their raw materials from the American colonies. Wool and other textile materials were harvested on the colonies' farms before being shipped across the Atlantic Ocean, processed in English mills, and sold back to the colonies as finished goods. This economic arrangement functioned well—at least, for the manufacturers in the equation—as long as England ruled over its colonies and could control their commercial interests and manufacturing opportunities. England asserted this control by issuing protectionist legislation, including banning the export of many finished goods from any of the colonies. In protecting its own mercantile interests, England sowed discontent among the colonies.

The American Revolution broke out in 1775, and when it finally ended in 1783, leaders of the new country confronted the reality of the its severance from England.[3] Not only did the thirteen newly-united states face the question of how to build a new political system from scratch, but they also needed to wean themselves from the economic engine of the England. They were no longer bound by the empire's protectionist policies, but in the absence of those policies, the United States needed to create its own financial system and manufacturing economy that could sustain all phases of industrialization, from extraction to production to trade and export.

Alexander Hamilton, Tench Coxe, and the Creation of the Society of Useful Manufactures (S.U.M.)

Even before he became the United States Secretary of the Treasury in 1789, Alexander Hamilton was one of the earliest and most ardent supporters for the cultivation of industrialization in the United States. Motivated by financial, economic, and political principles, Hamilton wanted to assert America's independence from English manufacturing in order to establish public credit for the new nation, reorganize the American economy around production, and offset the political influence of the agricultural Southern states. Hamilton's economic ideas progressed during the American Revolution, during which he served as a key aide to General George Washington. In the course of his wartime travels through northern New Jersey, he encountered the Great Falls of the Passaic River. Hamilton homed in on the falls as the ideal place to propel American industrialization, given the area's assets: strong potential for water power from the cascade; ample timber supplies in the

[1] National Park Service, Division of Park Planning & Special Studies, *Great Falls Historic District Special Resource Study* (Philadelphia: National Park Service, November 2006), 11.
[2] Ibid 12.
[3] Ibid.

surrounding forests; mineral ore in the mountains nearby; and proximity to both Philadelphia and New York City.[4]

In the years immediately following the war, Hamilton wrote several treatises and reports advocating for the diversification of the American economy through industrialization. By 1789, he was Secretary of the Treasury under President George Washington. As a leading figure in the new American government, Hamilton was in a position of power to realize his ideas for a new financial system and economy centered on the Great Falls.[5]

Hamilton worked alongside Tench Coxe, the Treasury's assistant secretary, to articulate and formulate these ideas. For his part, Coxe envisioned a private manufacturing society that would benefit from governmental support. The prospectus for this society was crafted in 1791, likely by Hamilton and Coxe together, and called for the creation of a Society for Establishing Useful Manufactures (S.U.M.). According to the prospectus, the society would manufacture finished products—to a degree not previously possible in the United States—and could be bolstered by federal subsidy, when necessary. Having encountered the Great Falls years earlier, and noted their potential for water-powered production, Hamilton focused the efforts to found the S.U.M. on the state of New Jersey.[6] A team of several men further surveyed the area for possible power sites for the S.U.M.: Thomas Marshall, an English textile machinery engineer; Joseph Mort; and William Hall. M. Allon, an unidentified Frenchman believed to have an engineering background, was also briefly involved in the survey in 1791-1792, as was Philip Schuyler, Alexander Hamilton's father-in-law and a technical advisor to the Paterson initiative.[7]

The first meeting of the S.U.M. directors was held in New Brunswick, New Jersey, in August 1791, and on November 22, 1791, the S.U.M. was issued a charter by New Jersey Governor William Paterson.[8] Although Alexander Hamilton was not personally on the S.U.M. board of directors, historians believe that he was closely involved in the drafting of the company's charter. Under the generous terms of that charter, the S.U.M. had access to $500,000 in capital, exemption from local taxes, the power of eminent domain, the right to improve rivers and build canals, and the ability to charge tolls.[9] In turn, the S.U.M. board of governors named their new manufacturing town in honor of Governor Paterson.[10]

Despite these obvious advantages, the S.U.M. suffered from weak leadership from the start. Most of the early directors, including governor of the board William Duer, were financiers without experience in manufacturing. This level of inexperience would significantly shape the early years and premise of the S.U.M. as industry grew in Paterson.[11]

The Great Falls/S.U.M. Historic District is significant for its association with Alexander Hamilton and Tench Coxe, and the efforts to stimulate a new economic engine for the United States. The district is based around the

[4] Ibid 15-16, 18.
[5] Ibid 15.
[6] Ibid 16.
[7] Russell I. Fries, *Great Falls of the Passaic/Society for Establishing Useful Manufacturers* [National Historic Landmark Nomination] (Paterson, NJ: Historic American Engineering Record, 1976), 8-6 and 8-7.
[8] National Park Service, Division of Park Planning & Special Studies, *Great Falls Historic District Special Resource Study*, 16; Fries, *Great Falls of the Passaic* [Nomination], 8-1.
[9] Historic American Engineering Record, *Great Falls – SUM Survey: A Report on the First Summer's Work* (Washington, DC: Historic American Engineering Record, 1973), 52.
[10] National Park Service, Division of Park Planning & Special Studies, *Great Falls Historic District Special Resource Study*, 17.
[11] Fries, *Great Falls of the Passaic* [Nomination], 8-1.

Great Falls, which Hamilton first visited during the American Revolution and later promoted as the focal point of new American industrialization. Hamilton was a pivotal figure in the founding of the S.U.M., establishing a new model of manufacturing authority that was responsible (directly and indirectly) for the development of this area of Paterson for over 150 years.

Early Years of the S.U.M.

Initially, the S.U.M. intended to spend its capital on developing large-scale manufacturing operations. Such development required a reliable source of power, which the 65-foot drop of the Great Falls could offer. But without the creation of additional water infrastructure, development would be limited to the area immediately around the falls, and any industries could only benefit from the gravity-generated power once, at its primary cascade. For this reason, the S.U.M. purchased 700 acres of land around the falls with the intent of creating an elaborate water-power infrastructural system.[12] It was, the first attempt within the United States to harness the entire power of a major river.[13]

The first plans for the system emphasized canals, but those schemes were quickly eliminated as too costly. Instead, the S.U.M. shifted to the idea of an engineered raceway system that would capitalize on the falls and the topography's change in elevation to multiply the opportunities for water power in the surrounding area. The S.U.M. hired engineer Pierre L'Enfant to work on the project, soon after he laid out the capital of Washington, DC. In hiring L'Enfant, fresh off his success in designing the new federal city, the S.U.M. and the city of Paterson demonstrated their intent to make Paterson a leader on the national stage.

However, L'Enfant quickly clashed with the S.U.M. board of directors over cost overruns and project delays. Within a year, the board dismissed L'Enfant from the project.[14] His plan for the city of Paterson was never carried out, although a modified version of his raceway system was later constructed.[15]

These problems were made worse by the country's financial panic of 1792, which led to William Duer's financial ruin and affected several other governors of the S.U.M. who had speculated with S.U.M. funds. Several of the original investors abandoned the S.U.M. in the wake of the panic, and the S.U.M. faced dire straits without new funds to support its activity. Although he was not on the board of directors, Alexander Hamilton once again intervened on its behalf, appealing to the Bank of New York for a loan for the S.U.M., contending that "it was "much the interest of our city [New York] that [the society] should succeed." He went on to argue that as an industrial center, Paterson could be a unique asset to New York City: "It is not difficult to discern the advantage of being the immediate market of a considerable manufacturing town."[16] With several of the original directors gone (or, in the case of William Duer, in debtor's prison), Hamilton continued to play an unofficial active role in the management of the S.U.M., concurrent with his position as United States Secretary of the Treasury (which he held until 1795).[17]

Thanks in part to Alexander Hamilton's interventions, the S.U.M. eventually regained some stability in its financial standing. The society hired shipping merchant Peter Colt in 1793 to be its superintendent, charging him with reviving the raceway project. Although Colt was not an engineer, the S.U.M.'s infrastructural and

[12] National Park Service, Division of Park Planning & Special Studies, *Great Falls Historic District Special Resource Study*, 18.
[13] Fries, *Great Falls of the Passaic* [Nomination], 8-1.
[14] Ibid 8-2.
[15] National Park Service, Division of Park Planning & Special Studies, *Great Falls Historic District Special Resource Study*, 20.
[16] Ibid 20-21.
[17] National Park Service, Division of Park Planning & Special Studies, *Great Falls Historic District Special Resource Study*, 21.

industrial development made cautious progress, beginning in 1794 with the damming of a ravine, the completion of a related canal, and the construction of a canal-powered mill.[18] This phase of construction, from 1792 to 1794, represented the earliest stage of development (of at least four phases) for the eventual water-power system. However, it was limited in scale and scope, and could not support the full breadth of industrial development that the S.U.M. originally envisioned.

Although the S.U.M. succeeded in opening the canal under Peter Colt's leadership, the society continued to face structural issues and financial difficulties in the 1790s. In 1796, the S.U.M. convened an emergency meeting, dismissed Peter Colt as superintendent, and ceased operations as a manufacturing entity, selling its cotton mill. Instead, the society shifted its primary enterprise to land leasing and water-power development around the Great Falls, leaving the responsibility for—and profits of—manufacturing to others. Thus, the S.U.M. existed for only 5 years as a society engaged in its own "useful manufactures"; for the remaining 149 years of its charter, the S.U.M.'s operations supported the useful manufactures of other industrialists.[19] Nevertheless, in this role as a real estate enterprise, the S.U.M. generally thrived more than a century.

The 1790s marked a substantial setback in Hamilton's vision for an industrialized United States, but as the S.U.M. transitioned its primary activities to real estate and water-power development, it positioned Paterson for a new era of growth owing to its innovative new raceway system. Although its organizing premise changed during this period, the S.U.M. remained significant for the duration of its charter thanks to its relationship with Alexander Hamilton, its contributions to the design of Paterson's water power system, the development of the district around the Great Falls, and the nation's industrialization.

Engineering Achievements of the Raceway System

Having transitioned into real estate ventures, the S.U.M. began to lease out its mill seats around the Great Falls, allowing other manufacturers to make use of the existing mill buildings or construct new manufactories. This system proved profitable, and demand for new water power increased. Between 1800 and 1802, the S.U.M. began new construction at the terminus of the earlier raceway, extending the existing canal along the back of Mill Street. As part of this project, the S.U.M. constructed head and tail races west of Mill Street, resulting in an additional 500 feet of mill-lots along Mill Street and increased capacity for the middle raceway. This period marked the second major phase of construction of the raceway system.[20]

The third phase of construction of the raceway system took place in 1806 and 1807, when the S.U.M. cut a new raceway to expand the water power system and increase the number of available mill seats. The new mill lots available for development were located between the bank of the Passaic River and the lower canal, along what is now Van Houten Street. Water from these mill lots returned to the Passaic through individual tail races, and a spillway was constructed at the east end of the raceway for any excess runoff.[21]

By 1812, a new war with England was underway, and the need to wean the American economy from British industries became even more pronounced. During the war, the new mills in Paterson benefited from increased domestic demand for textiles, including an iron and flax manufactory established by Peter Colt's son, John

[18] Ibid; Historic American Engineering Record, *Great Falls – SUM Survey*, 57.
[19] Ibid.
[20] Historic American Engineering Record, *Great Falls – SUM Survey*, 60.
[21] Ibid 61-62.

Colt.[22] (John Colt served as Deputy Governor of the S.U.M. for a time.)[23] When the war came to a close, however, the domestic market slackened for several years.[24]

Between 1827 and 1829, the S.U.M. once again expanded the raceway system in the fourth and most substantial phase of construction; according to the National Historic Landmark nomination for the historic district, John Colt was largely responsible for this period of maximum development.[25] During this period, the S.U.M. built a new raceway above the previous two, creating a new upper tier of mill lots on the west side of Spruce Street.[26] As the Historic American Engineering Record documented, "this new tier involved raising the level of the whole system that supplied water to the canals almost to the base of the river, in order to gain a further head of 22 feet for the new mill-sites."[27] Thanks to the area's topography, this new scheme involved the elevation of the ravine dam, the infill of a deep crevasse in the nearby rock ridge, and the creation of a new hillside canal and embankment.[28] The new raceway could also function as a transportation canal from the Passaic River, thanks to the addition of locks from the river into the reservoir.[29] This phase of construction was the final period of expansion for the system; after 1829, the S.U.M. modified the raceway system but did not undertake the construction of any new raceways.

The raceway system developed in Paterson made American industrialization possible. The system's complex network of head races, tail races, canals, and locks is significant as the vital infrastructure that made manufacturing possible in Paterson. Its concentrated design, drawing from and returning to the Passaic River, made it possible to consolidate industries. The raceways are therefore directly responsible for the development of downtown Paterson, and helped to fuel new patterns of urbanization that accelerated in the 19th century.

Development of Paterson's Industrial Core

Although the construction of new mill buildings ebbed and flowed with the national economy (the panic of 1837, for example, dampened the S.U.M.'s momentum for a time), new industries emerged in the area around the Great Falls as the raceway system grew. The textile industry in particular thrived in Paterson beginning in the 1830s, producing cotton and linen duck, warp and filling, satinet and woolens, and cotton flannel in the mills developed by the S.U.M.[30] They were joined by paper-makers and rope and hemp producers.

In the mid-19th century, several railroad manufacturers opened shops within the S.U.M. district, establishing a new center for locomotive production as railroads multiplied around the country. Thomas Rogers was one of the most prominent businessmen in Paterson by the mid-19th century. Having moved to the city in 1812, Rogers initially worked in textile manufacturing before shifting to locomotive manufacturing, helping to develop the latter into another dominant industry in the city. In 1832, he established a partnership with financiers Morris Ketchum and Jasper Grosvenor. Under the name of Rogers, Ketchum and Grosvenor, their outfit produced small parts for railroad companies before ramping up to the production of full locomotives beginning in 1835.

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[22] Trumbull, L.R., *A History of Industrial Paterson* (Paterson, NJ: Carleton M. Herrick, 1882), 59.
[23] Fries, *Great Falls of the Passaic* [Nomination], 8-6.
[24] Ibid 22.
[25] Fries, *Great Falls of the Passaic* [Nomination], 8-6.
[26] Fries, *Great Falls of the Passaic* [Nomination], 8-2; Historic American Engineering Record, *Great Falls – SUM Survey*, 62.
[27] Historic American Engineering Record, *Great Falls – SUM Survey*, 62.
[28] Ibid.
[29] Fries, *Great Falls of the Passaic* [Nomination], 8-3.
[30] National Park Service, *Paterson Great Falls National Historical Park: Draft General Management Plan and Environmental Assessment* (January 2016), 5.

Although he did not invent the locomotive (the earliest versions were developed in England and Philadelphia), Rogers was responsible for the 1837 design and construction of the Sandusky engine, which was placed in service in Ohio.[31]

With the Sandusky engine and other locomotives, Rogers, Ketchum and Grosvenor's national profile grew in the mid-19th century. One of its locomotives, built in 1855 with the stamp #631 and known as The General, was nearly hijacked by the Union Army during the Civil War, while a second engine (built in 1868 and stamped #119), was present at the "Golden Spike" event celebrating the completion of the first transcontinental railroad. Within the Great Falls area, the company's impact multiplied as some employees eventually spun off their own manufactories, including John Cooke, whose company Danforth, Cooke and Company was also established in the S.U.M. district, near the Rogers company complex. Over the second half of the 19th century, Paterson fashioned itself into a major railroad manufacturing center based primarily on the companies clustered around the Great Falls.[32]

These decades in the mid- to late-19th century were also prosperous for gun-makers in Paterson, most notably Samuel Colt and his Patent Arms Manufacturing Company. Colt secured his first American patent in 1836, the same year that he founded his company in Paterson. For six years, the Patent Arms Manufacturing Company was based in the S.U.M. district, producing nearly 5,000 guns before closing in 1842. Colt later relaunched his company in Hartford, Connecticut, establishing the factory known as "Coltsville" (and still extant today). Colt's company buildings in Paterson were eventually repurposed for Allied Textile Printing (ATP); this site was the target of arson in 1983, and survives in a ruinous state today. Even so, Samuel Colt owed his start to his years leasing a mill lot from the S.U.M. in Paterson.

The other industry that took root in the S.U.M. district during the mid-19th century and would come to dominate Paterson—arguably more than any other—was the silk industry. Christopher Colt was the first to attempt silk production, using a building in the gun mill of the Patent Arms Manufacturing Company. The effort failed, however, and silk production languished until the arrival of John Ryle in Paterson in the 1840s. Ryle began his time in Paterson in partnership with George Murray, who had purchased Christopher Colt's equipment. But Murray soon retired, and Ryle accelerated silk production in Paterson in the second half of the 19th century. By the end of the century, Paterson was frequently known as the "Silk City," thanks in large part to Ryle's contributions to the industry and to Paterson.[33]

As is evident by the growth of these disparate companies, the development of Paterson's industrial core was characterized by its heterogeneity. While other American cities urbanized around one particular company (e.g. the Pullman community in Chicago), Paterson supported the establishment and growth of several different industries within the same consolidated area. For decades of growth, the S.U.M. district incubated industries and shaped the careers of industrialists such as Thomas Rogers, John Cooke, Samuel Colt, John Ryle, and others. The raceway system offered shared infrastructure to these manufacturers, and the layout of the mill-lots encouraged the densification of the area around the Great Falls. The mid- and late-19th centuries were characterized by this type of urbanization by diverse populations and companies, and Paterson was an early example of this type of city in the United States. The city's industrialization and urbanization were inextricably linked by its groundbreaking raceway system.

[31] National Park Service, Division of Park Planning & Special Studies, *Great Falls Historic District Special Resource Study*, 27.
[32] Ibid.
[33] National Park Service, Division of Park Planning & Special Studies, *Great Falls Historic District Special Resource Study*, 32.

In 1838-40, a new stone dam was constructed (replacing an older wooden dam) to increase the water storage capacity of the system and better serve the mills along the raceways. By the 1850s, this storage capacity was no longer sufficient for all of the mills in the area, and the S.U.M. had to make contingencies with the water supply for each manufactory. Around this same time, the S.U.M. constructed vaults over several sections of the tail race on Market and Mill Streets, likely to allow the locomotive companies on Market Street to move their heavy equipment in and out of their buildings.[34]

After 1850, most new factories in Paterson were constructed elsewhere in the city, and relied on steam-power technology rather than the raceway's water-power system. Nevertheless, the manufacturing quarter around the Great Falls remained a pivotal force in American industrialization in the 19th century, and the waterways within and around the historic district continued to fuel innovation. In 1878, an inventor named John Holland launched a 14-foot submarine in the Passaic River above the Great Falls. Holland was born in Ireland in 1841, and emigrated to the United States in 1873. He enjoyed a decades-long fascination with the "flight machine" and the submarine, designing his first sub in 1869. It took him 8 years to secure funding to build the design; in 1877, the Irish Fenian Brotherhood financed the construction of his first submarine, with the intent of sinking British ships. The submarine (named Holland I) was built at the Albany City Iron Works in New York City, but the J.C. Todd and Company machine shop in Paterson was responsible for the installation of a petroleum-powered Brayton engine. In his 1878 test of the Holland I on the Passaic River, Holland managed to keep the vessel submerged for an hour at a depth of 12 feet, before scuttling the hull in the river. The hull remained on the riverbed until 1927, when it was rediscovered and recovered. Holland continued to experiment with new submarine designs in subsequent decades (outside the Great Falls/S.U.M. Historic District); his advances in submarine technology were vital developments for the United States Navy and earned him the moniker of "the Father of the Modern Submarine."[35]

The district's raceway system and mills continued to be a significant driver of the development of manufacturing in the United States through the end of the 19th century. In the second half of the 1870s, several mills on Mill Street (including the Essex Mill) were built out over the tail race; they used a different vaulting system than the vaults constructed on Market Street in the 1850s.[36] The railroad industry within the district managed to weather the 1857 financial panic and accelerate its production through the end of the 19th century; as one example, Danforth, Cooke and Company (later, Cooke and Company, before being purchased by the American Locomotive Company) produced nearly 3,000 locomotives between the 1850s and 1926, when the manufactory closed.

Changing Populations and Labor

From the earliest years of the S.U.M.'s charter, Alexander Hamilton saw skilled immigrants as vital to the development and growth of Paterson, and in turn, the success of the city's industries. Hamilton had a vested interest in immigrants as an economic force, as he was himself an immigrant from Nevis. But his conviction that immigration would serve Paterson's growth was borne out at all levels and in all eras of development and industry in the city: raceway engineer Pierre L'Enfant emigrated to the United States from France; inventor John Holland (who tested his submarine on the Great Falls in 1878) was an Irish immigrant; and silk-maker John Ryle came to America from Macclesfield, England.

[34] Historic American Engineering Record, *Great Falls – SUM Survey*, 64-65.
[35] National Park Service, Division of Park Planning & Special Studies, *Great Falls Historic District Special Resource Study*, 30-31.
[36] Historic American Engineering Record, *Great Falls – SUM Survey*, 64-65

Paterson's dependence on immigration extended to labor to a significant degree, as the demands of industrialization drove the need for concentrated, low-wage workers. With each new factory on additional mill lots, the S.U.M. district factory owners relied on waves of immigrants to work on the production lines. (This reliance on immigrant labor did not make those same immigrants immune to the prevailing prejudices of the era.)[37] In the 1840s, it was the Irish who came to Paterson in large numbers to escape their Great Famine. They settled in Paterson within walking distance of the factories, reinforcing the densification and urbanization of the S.U.M. district as a quarter that included industrial, commercial, and residential development. The resulting neighborhood, South Dublin, took its name from the Irish immigrants that settled in Paterson and initiated a pattern of changing labor populations.

A 2015 survey of the South Dublin neighborhood conducted by Hunter Research, Inc., charts the growth of South Dublin as a cohesive urban community, developed somewhat organically by the immigrants settling there. The S.U.M. laid out a street plan for the context around its mill lots, but did not take any role in developing lots as workers' housing. (Nor did the owners of any of the factories in the S.U.M. district.) Instead, the S.U.M. made land available for workers to purchase and build on, in close proximity to their jobs. This practice resulted in unusually high levels of homeownership in the S.U.M. district. According to Hunter Research, Inc., by the 1870s, nearly 70 percent of all Paterson workers may have been living in houses that they owned.[38] The South Dublin neighborhood's development reinforced the relationship between Paterson's industrialization, urbanization, and immigration. For this reason, this NHL district update includes the South Dublin neighborhood within the boundaries of the Great Falls/S.U.M. Historic District.

After the intensive wave of Irish immigration, subsequent generations of newcomers arrived and took jobs in the mills, including skilled silk works from England, France, Poland, Germany, and Russia. Later in the 19th century, it was Italian immigrants who took positions in the factories. In the decades after the Civil War and into the 20th century, the Great Migration brought increasing numbers of African Americans to Paterson and its mills.

These themes of labor and immigration are not addressed in the existing National Historic Landmark nomination forms, but they are nationally significant in explaining how the Great Falls/S.U.M. Historic District came to be associated with flourishing industries and deep-seated labor unrest. The engineering of the raceway system is already acknowledged in the historic district's existing designations, but this NHL nomination update argues that the historic district's designation should also acknowledge the interrelated themes of Paterson's urbanization, immigration, and labor history that were precipitated by the raceway's innovation.

Labor Strikes in the Silk City

The same forces of industrialization that brought these immigrants and migrants to Paterson sowed seeds of discord among laborers. Mill owners looked to immigrants and migrants for cheap labor, and each wave of newcomers demonstrated that labor was always replenishable by the next group of arrivals. Moreover, as production technology advanced, manufacturing processes became more efficient and machines required fewer hands to operate. This spurred competition for low-wage jobs and increased demonstrations in the 19th and early

[37] For further discussion of the history of immigration and ethnic discrimination in Paterson and New Jersey, see: Steve Golin, *The Fragile Bridge: Paterson Silk Strike, 1913* (Philadelphia: Temple University Press, 1988); Philip B. Scranton, ed., *Silk City: Studies on the Paterson Silk Industry, 1860-1940* (Newark, NJ: New Jersey Historical Society, 1985); Douglas V. Shaw, *Immigration and Ethnicity in New Jersey History* (Trenton, NJ: New Jersey Historical Commission, 1994); etc.

[38] Patrick Harshbarger, *Intensive-Level Architectural Survey of the South Dublin Neighborhood, City of Paterson, Passaic County, New Jersey*, Vol. 1 (Trenton, NJ: Hunter Research, Inc., September 2015), 2-8.

20th centuries. Labor unrest was common throughout the United States during this period and not unique to Paterson, but the city's many manufactories and large population of laborers did foment several significant demonstrations.

A child-labor strike in 1835 was one of the earliest labor demonstrations in Paterson, with demands centered on calls for an 11-hour workday for children. Nearly 2,000 laborers at 20 different mills instituted a work stoppage for two months. Eventually, mill owners and laborers came to a compromise that included a partial reduction in work hours.[39] Other demonstrations cropped up in the second half of the 19th century, driving some manufacturers to relocate their facilities to other places.

The most significant labor strike in Paterson, however, originated in the silk industry in 1913. Labor unions were on the rise, and several other American cities had already experienced large-scale strikes, most recently in 1912, in Lawrence, Massachusetts, another textile center. In Paterson, the 1913 strike was instigated by new machines that cut in half the number of laborers need to operate the looms—a perceived threat to thousands of jobs. With organizing support from the Industrial Workers of the World (IWW), known as the "Wobblies, silk nearly 24,000 workers also made demands for increased wages and an 8-hour workday.[40]

Under the auspices of the IWW, several significant socialists and labor activists supported the 1913 Silk Strike by Paterson workers, including Elizabeth Gurley Flynn, Bill Haywood, Emma Goldman, Margaret Sanger, Eugene Debs, and Upton Sinclair. Rallies were banned in Paterson, so strikers met in nearby Haledon in the private home of Maria and Pietro Botto, who were themselves Italian immigrants who had worked in the Paterson mills.[41] They also met in a bar at the corner of Van Houten and Cianci Streets, at the invitation of the bar's owner.[42] This NHL recommends that this building be included within the expanded boundaries of the Great Falls/S.U.M. Historic District.

As the strike dragged on for months and workers suffered without pay, strike leaders organized a rally at Madison Square Garden on June 7, 1913, to build support for the cause and raise funds for the demonstrators. Mill owners retained the financial upper hand in the dispute, relocating some orders to their Pennsylvania mills in order to maintain production. Encouraged by the IWW, the strike dragged on for over five months. In July 1913, however, the walkout ended as strikers conceded defeat without achieving their labor demands. The strike's outcome dealt a blow not only to the silk workers, but also to the IWW, which struggled to regain its footing after the events in Paterson.[43]

As with the themes of urbanization, industrialization, and immigration, the existing National Historic Landmark documentation does not address the significance of labor history in the Great Falls/S.U.M. Historic District. Despite the fact that it was ultimately unsuccessful in accomplishing the stated labor goals, the 1913 Silk Strike was a nationally significant walkout that drew support from, and in some ways precipitated the downfall of, a prominent labor organization in the IWW. This update of the National Historic Landmark designation argues that the district's areas of significance be expanded to include the historic district's association with events that outstandingly represent the broad national patterns of United States labor history.

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[39] David R. Roediger and Philip S. Foner, *Our Own Time: A History of American Labor and the Working Day* (London and New York: Verso, 1989), 35.
[40] Barry J. Brady, "Paterson, New Jersey: Birthplace of the American Industrial Revolution," *Archaeology* 34, no. 5 (September/October 1981): 25.
[41] National Park Service, Division of Park Planning & Special Studies, *Great Falls Historic District Special Resource Study,* 34-36.
[42] Paul Goldberger, "Historic Paterson Renewing Its Past," *The New York Times* (July 17, 1981): C24.
[43] Ibid 36.

World War I and the Decline of the Society of Useful Manufactures

Just a year after the 1913 strike, World War I broke out and proved profitable for the silk industries in Paterson. Silk workers continued to mount smaller demonstrations for better working conditions, but none of these strikes approached the scale of the 1913 walkout. In 1919, laborers succeeded in securing an 8-hour workday.[44]

Between 1912 and 1914, the S.U.M. built a hydroelectric power-generation station at the Great Falls—its most significant new construction project since completing the final phase of the raceways. The project was designed by the Thomas Edison Electric Company, and also included a steam generating plant to operate when the river's water levels were low. The plant remained in operation until 1969, then lay dormant until 1986, when the City of Paterson purchased the facility and returned it to service as a public utility.[45]

During these decades in the early 20th century, Paterson was one of many cities in the northern United States that drew African Americans from the South as part of the Great Migration. They resettled in the city and found work in the S.U.M. district mills. The area remained characterized by its mix of uses that served the factories' operators and workers, including industrial, residential, and commercial buildings. The construction of Hinchliffe Stadium in 1932 on the north side of the Great Falls marked a substantial new recreational investment for the district as well.

Hinchliffe Stadium was completed and dedicated in 1932 as the regular home field of the New York Black Yankees, a Negro League baseball team. The stadium was financed by the City of Paterson and New Deal funds in the midst of the Great Depression, and was part of a landscape plan developed for the Great Falls quarter by the nationally-renowned firm of Olmsted Brothers. Designed by local architect John Shaw, the horseshoe-shaped concrete structure included an athletic field and a running track, and hosted minor league and semi-pro athletic events. It likely hosted Jackie Robinson in 1945 as a visiting player for the Kansas City Monarchs. Hinchliffe Stadium could accommodate up to 10,000 people—many of whom worked and lived nearby in the area around the Great Falls.[46] The stadium is individually listed as a National Historic Landmark. Based on its location on the edge of the current historic district boundaries, and its relationship to the period of significance and areas of significance of the district, this NHL update recommends that Hinchliffe Stadium also be included as a contributing resource within the Great Falls/S.U.M. Historic District.

The S.U.M. existed until 1945, when the City of Paterson purchased its charter. In total, the Society for Useful Manufactures operated continuously for 154 years, from its original incarnation under the vision of Alexander Hamilton through its transition to a real estate entity. The raceway system developed by the S.U.M. powered engineering breakthroughs, economic revolutions, industrial innovations, sweeping changes to immigration and domestic migration, far-reaching labor demonstrations, and profound urbanization. The evolution of the Society of Useful Manufactures is a chronicle of some of the most significant themes in American history.

Period of Significance for the Great Falls/S.U.M. Historic District

The proposed period of significance is 1791-1945, an update and refinement of the 1976 NHL nomination that defined the significant dates as 1792-1864 and 1912-1914, and an update to the 1985 Argus Mill extension of

[44] Ibid.
[45] Ibid 25.
[46] Fries, *Great Falls of the Passaic* [Nomination], 8-1 and 8-2.

the historic district, which listed the significant date as 1876. This nomination's period of significance is more inclusive of the full extent of the Society of Useful Manufactures' charter, which was issued in 1791 and remained active until 1945, when it was purchased by the City of Paterson. This revised period of significance (1791-1945) acknowledges the nationally-significant influence and lifespan of the Society of Useful Manufactures—the historic district's namesake. Moreover, this amended period of significance conveys the continuous and interconnected industrialization of the historic district, based on the successes, failures, and shifting enterprises of the Society of Useful Manufactures. The period of significance of 1791-1945 is supported by the survival of resources that extend the full duration of that period, including buildings and structures that date to the 18th, 19th, and 20th centuries.

Great Falls/S.U.M. Historic District and National Historic Landmark Criteria

This nomination update argues that the designation for the Great Falls/S.U.M. NHL Historic District should be expanded to include several other facets of the district's national significance, based on NHL Criteria 1, 2, 4, and 5:

(1) The Great Falls/S.U.M. Historic District is associated with events that have made a significant contribution to, and are identified with, or that outstandingly represents, the broad national patterns of United States history and from which an understanding and appreciation of those patterns may be gained. The historic district meets this NHL criterion based on its prominence within the interconnected movements of immigration/migration, industrialization, and urbanization in the 19th and early 20th centuries, and for its role in major labor strikes in American history.

(2) The Great Falls/S.U.M. Historic District is associated importantly with the lives of persons nationally significant in the history of the United States. The historic district meets this NHL criterion based on its association with Alexander Hamilton during his tenure as United States Secretary of the Treasury.

(4) The Great Falls/S.U.M. Historic District embodies the distinguishing characteristics or an architectural type specimen exceptionally valuable for the study of a period, style, or method of construction, or that represent a significant, distinctive, and exceptional entity whose components may lack individual distinction. The historic district meets this NHL based on the engineering innovations of its water power infrastructure.

(5) The Great Falls/S.U.M. Historic District is composed of integral parts of the environment not sufficiently significant by reason of historical association or artistic merit to warrant individual recognition, but collectively compose an entity or exceptional historical or artistic significance, or outstandingly commemorate or illustrate a way of life or culture. The historic district meets this NHL criterion based on its distinctive development as a heterogenous, industrial urban core that was made possible by its industrial infrastructure. As such, the area of Paterson, New Jersey encompassed by the Great Falls/S.U.M. Historic District offers a significant contrast with the agrarian settlement patterns that characterized most of the early American states in the 19th and early 20th centuries.

The expanded NHL would allow the complete story of the S.U.M. tenure to be told, spanning the years from its creation in 1791 to the dissolution of its charter in 1945. In doing so, the expanded NHL would encompass more of the industrial, commercial, residential, and infrastructural buildings and structures that contribute to the significance of the historic district but are outside the current boundaries of the designated district. In keeping with this refined period of significance, this National Historic Landmark nomination for the Great Falls/S.U.M.

Historic District expands the district boundaries beyond the extents of the 1976 National Historic Landmark designation and the 1986 NHL boundary extension that encompassed the Argus Mill.

Thematically, the district's previous designations emphasized the district's significance in the areas of engineering and industry (and the NHL district boundaries have encompassed the industrial core around the Great Falls, accordingly). This nomination supplements those areas of significance with additional themes related to the district's significance in immigration and labor history.

Great Falls/S.U.M. Historic District and the National Historic Landmark Thematic Framework

The Great Falls/S.U.M. Historic District has national significance related to four major themes and several sub-themes from the National Historic Landmarks Thematic Framework. The district illustrates

- Theme I: Peopling Places: Migration from Outside and Within
- Theme III: Expressing Cultural Values: Architecture, Landscape Architecture, and Urban Design;
- Theme V: Developing the American Economy: Labor Organization and Protests;
- Theme V: Economic Theory

In the Great Falls/S.U.M. Historic District, the arguments for these themes are deeply related. The industrial core of Paterson, New Jersey was championed by Alexander Hamilton as an alternative to the country's dominant agrarian economy. It represents a key early American example of the relationship between immigration/migration, industrialization, and urbanization—movements that shaped the American economy and intersected with nationally-significant labor organization and protests that took root in Paterson.

The significance of the historic district begins with its expression of Theme V, "Economic Theory": the Society of Useful Manufactures was established in 1791 at the urging of Alexander Hamilton, then Secretary of the United States Treasury, as a model industrial community that would reorganize the American economy around production rather than agriculture. According to Hamilton's vision, and the S.U.M.'s execution, the area around the Great Falls would become a manufacturing center to assert the economic independence of the newly-formed United States of America from its former empire. The community would also help the Northern states to offset the influence of the agricultural Southern states, which wielded outsized influence on national policy based on their economic output.

The argument for nomination under Theme I, "Peopling Places: Migration from Outside and Within," recognizes the role of immigrants in fueling Paterson's industries and growth during the tenure of the S.U.M. In order to operate the district's many industries, the Society of Useful Manufactures encouraged large-scale immigration to supply cheap labor. This influx and concentration of immigrants and migrants (from within and beyond the United States) helped develop the area of Paterson within and around the historic district.

However, as generations of immigrants assimilated and new populations of cheap labor arrived, the laborers and manufacturers often came into conflict over wages and working conditions. These movements demonstrate the historic district's significance under Theme V, "Developing the American Economy: Labor Organization and Protests." The area's labor strikes—including the 1835 child labor strikes and the 1913 Silk Strikes—characterized the inextricable relationship between Paterson's flourishing development as an industrial center and the city's reliance on an inexpensive, replenishable workforce of immigrants.

The argument for nomination under Theme III, "Expressing Cultural Values: Architecture, Landscape

Architecture, and Urban Design" is that the water power system innovations developed within the historic district spurred early American industrialization, helping to wean the United States from an economic dependence on British manufacturers and establishing a counterpart to the agrarian economy that dominated other regions of the fledgling country. The Great Falls/S.U.M. Historic District also expresses this theme through the development of its pluralistic urban core, in which several manufacturing interests were incubated (in contrast with industrial towns dominated by one company). This pattern of urban development relied on, and was shaped by, the settlement of diverse populations of labor and skills.

Encompassing the industrial and infrastructural resources that fueled these settlement patterns, and the residential, commercial, and recreational resources that supported these populations, the Great Falls/S.U.M. Historic District represents all of these interconnected themes within its revised boundaries.

Comparative Analysis

The Great Falls/S.U.M. Historic District enhances our appreciation of several themes in American history, including the relationship between industrialization, immigration, labor, and the natural features that generated power to make all of these movements possible. The historic district in downtown Paterson shares each of these themes with other National Historic Landmarks and other designated sites, but it is distinctive as an early American example of all of these themes, combined.

The Great Falls/S.U.M. Historic District represents an 18th- and early-19th century example of a heterogenous industrial community, made possible by advances in engineering (in the case of Paterson, the water power generated by the raceway system) that served several industries at once, rather than one dominant company. This distinguishes Paterson's National Historic Landmark District from other NHLs such as the Coltsville Historic District and the Pullman National Monument, which represent planned industrial communities developed by a single company (the Colt Patent Fire Arms Manufacturing Company and the Pullman Company, respectively). Based on its scale and the number of resources represented, the Great Falls/S.U.M. Historic District is further distinguished from other single-site National Historic Landmarks associated with industrial history, including the Old Slater Mill (Pawtucket, Rhode Island), the Boston Manufacturing Company Mills (Waltham, MA), and others.

The significance of the Great Falls/S.U.M. Historic District is comparable to Lowell National Historic Park in that it represents the "First Industrial Revolution," as defined by historian Bruce Laurie, rather than the Second Industrial Revolution, which took place later in the 19th century and expanded on the advances made in the First Industrial Revolution in the United States.[47] The Great Falls/S.U.M. Historic District also shares with Lowell National Historic Park a history of immigration as a foundational labor force and nationally-significance labor strikes, demonstrating key themes of the 19th century's industrialization based on cheap and replenishable labor. However, the industrial core encompassed by the Great Falls/S.U.M. Historic District predates the town of Lowell, Massachusetts by several decades.

The Great Falls/S.U.M. Historic District is also nationally significant based on its association with Alexander Hamilton, who championed the founding of the S.U.M. and the development of the raceway system during his tenure as United States Secretary of the Treasury. There are a limited number of National Historic Landmarks that share a direct connection with Hamilton; the primary NHL associated with him is the Hamilton Grange

[47] Bruce Laurie, "The Second Industrial Revolution," *Background Statement Prepared for Springfield Armory National Historic Site* (Amherst, MA: University of Massachusetts-Amherst, History Department, January 3, 2005). As referenced in: James C. O'Connell, *Coltsville Historic District National Historic Landmark Nomination* (Boston, MA: National Park Service, 2007), 24.

National Memorial, the home that he commissioned in Harlem, New York, in 1802 (11 years after the founding of the S.U.M.).

Conclusion

Centered around the Great Falls of the Passaic River, the area associated with the Society of Useful Manufactures in downtown Paterson, New Jersey was an interconnected ecosystem of distinct industries relying on a shared resource. The historic district represents different forms of power in the 18th, 19th, and 20th-century history of the United States: the raceway system that made the town's mills run, and the immigration and labor movements that made those mills work. As updated in this nomination, the expanded Great Falls/S.U.M. Historic District tells a broader and more complex story of American ingenuity and evolution.

6. PROPERTY DESCRIPTION AND STATEMENT OF INTEGRITY

Ownership of Property		**Category of Property**	
Private:	X	Building(s):	
Public-Local:	X	District:	X
Public-State:		Site:	
Public-Federal:	X	Structure:	
		Object:	

Number of Resources within Boundary of Property:

Contributing		**Noncontributing**	
Buildings:	296	Buildings:	40
Sites:	0	Sites:	1
Structures:	10	Structures:	0
Objects:	0	Objects:	0
Total:	306	Total:	41

INTRODUCTION

The Great Falls/S.U.M. Historic District in Paterson, New Jersey, is nationally significant because its resources represent one of the most important industrialized counterparts to the agrarian economy in early America. The district encompasses the Great Falls of the Passaic River, a natural water feature that supplied water power to an elaborately engineered raceway system, which served as the backbone of Paterson's industrial development beginning in the 18th century. The Society for Useful Manufactures (S.U.M.) was established in 1791 to develop the water power system around the Great Falls, and existed in various incarnations through 1945, when the City of Paterson purchased the S.U.M. charter. The historic district is organized around the resources developed during the tenure of the S.U.M.; it also encompasses the Paterson Great Falls National Historical Park, which was authorized in 2009. In contrast with other single-industry towns established in the 19th century, the Great Falls/S.U.M. Historic District's contributing resources represent a heterogeneous industrial ecosystem in Paterson's urban core.

This nomination expands on the previous designation of the Great Falls/S.U.M. NHL Historic District, including its boundary increase that encompassed the Argus Mill, to include adjacent industrial, commercial, and residential properties that share a similar association and period of significance with the designated resources. The proposed boundary expansion encompasses industrial resources on Totowa Avenue, residential resources on Ryle Avenue and Wayne Avenue, institutional resources on Van Houten Street and Broadway, as well as the southern section of the Dublin neighborhood (as bounded in the 2010 intensive-level survey by Hunter Research, Inc.). This "South Dublin" neighborhood contains Paterson's oldest concentration of vernacular workers' housing and is a significant complement to the industrial buildings and water power raceways within the Great Falls/S.U.M. NHL Historic District.

This expansion is appropriate because it embraces industrial, commercial, institutional, and residential resources that are immediately adjacent to and consistent with the resources within the existing historic district, but were

excluded from the original boundaries. The expanded historic district not only reflects the narrative of this important industrial enterprise, but also serves as an example of a mixed industrial district, with worker housing, commercial buildings, and social institutions located in close proximity to the neighborhood's core industries. This nomination also identifies key resources not previously addressed in the historic district's National Historic Landmark nominations, including the footbridges that link the network of downtown streets to the factories, knitting the industrial resources into their urban contexts.

PROVIDE PRESENT AND PAST PHYSICAL DESCRIPTIONS OF PROPERTY

As preparation for this updated nomination, the nominator led a field survey of the historic district in 2017, identifying any resources that have been demolished since the historic district was designated and evaluating the significance and integrity of all extant resources.[48]

Integrity of the Historic District

Within the historic district boundaries (as proposed in this nomination update), the majority of resources retain integrity and convey their historical associations. This includes the raceways and most of the industrial buildings. Many, if not most, of the industrial buildings have been altered in some way, but alterations are generally minor (e.g. infill of windows) and do not detract from the overall design, materials, and associations of the buildings.

The buildings within the former Allied Textile Printing Corporation were severely damaged in a series of fires in the 1980s, and their buildings are no longer intact. However, these resources continue to the historic district based on their potential to yield information of archaeological value.

A limited number of resources have substantially deteriorated, or have been demolished, since the historic district's nomination was last amended. This includes structures on Ryle Avenue that were designated as part of the NHL Historic District but were demolished at various points between 2012 and 2017; their lots are currently vacant and are represented as such on this nomination's maps. Although these resources are considered partial or total losses, they do not detract from the overall integrity of the historic district.

As detailed in Section 5 above, the proposed period of significance for the historic district (as updated in this nomination) is 1791-1945, based on the tenure of the Society of Useful Manufactures. As a district, the Great Falls/S.U.M. NHL Historic District retains a high degree of integrity with respect to location, design, setting, materials, workmanship, feeling, and association. The district retains its integrity of location as most of its significant features, including the water power infrastructure and several of the district's oldest mills, remain intact in their historic locations. The district retains integrity of design because its water power infrastructure and other resources are consistent with their historic physical expression. The district's setting is key to its significance, as the contributing resources remain in close proximity to the Great Falls; their physical, visual, and operational relationship with this context was critical to the development of this industrial core. The historic district retains integrity of materials and workmanship based on construction methods of the water power infrastructure and the district's significant mills and vernacular residential resources. Finally, the district retains integrity of feeling and association because it remains legible as a heterogeneous industrial ecosystem,

[48] University of Pennsylvania, School of Design. *Great Falls NHL Historic District: Resource Inventory and Integrity Evaluation Report* (November 2017).

consistent with the historic conditions cultivated by the Society of Useful Manufactures during the period of significance.

RESOURCE DESCRIPTIONS:

Raceway Infrastructure

S.U.M. Upper Raceway, 1827-1838, McBride Avenue and Spruce Street (Contributing)
The S.U.M. Upper Raceway begins at a lock located at the S.U.M. Gatehouse. It travels east and then southeast to the Dolphin Mills Complex before becoming a tailrace that loops back up to the northwest, continuing behind Rogers Locomotive Co. buildings on the west side of Spruce Street and ending near Ivanhoe Wheelhouse. The raceway's walls were constructed of brown sandstone, concrete, and natural rock, and its bottom was lined with a mixture of clay and sand.

A penstock that runs underneath McBride Avenue is visible immediately to the east of the S.U.M. Gatehouse, below the spillway to the Middle Raceway. An elevated walking path that begins to the south of the intersection of McBride Avenue and Spruce Street overlooks this drop between the Upper Raceway's tailrace and the Middle Raceway and continues to the Rogers Locomotive storage building before crossing over to another area of the Upper Raceway.

The Upper Raceway was the last of the S.U.M. raceways to be constructed. In order to build this section, the S.U.M. raised the level of an earthen embankment that blocked water from leaving a nearby reservoir. Leakage problems led the S.U.M. to alter the water's path in 1838 by creating a new masonry dam downstream of the wooden one that it replaced; this alteration made the reservoir obsolete, although it was not filled in until 1846.

S.U.M. Middle Raceway, 1792-1802, n/a (Contributing)
This is the oldest section of the S.U.M. Raceway system. It begins at the spillway next to the Ivanhoe Wheelhouse and continues northeast under Spruce Street and along the former Passaic Street. It turns to the north behind Hamilton Mill, crosses under McBride Avenue Extension, and reaches the spillway to the lower raceway in the ATP site. The Middle Raceway's tailrace follows the western side of Mill Street, although it is only visible in front of the Hamilton Mill Site.

The Middle Raceway's walls are sandstone, natural embankment, and concrete, and the bottom was likely soil and mud over sand. Foundations of former buildings form part of the raceway's wall along Passaic Street. The Raceway is cluttered with debris.

Middle Raceway Building, c. 1850, (Old) Passaic Street (Contributing)
This gable-roofed, 1-story brick building is located over the Middle Raceway before it curves to the north behind the Hamilton Mill Building. It is supported today by metal I-beams resting on the Raceway's stone walls. Its primary (southeast) elevation faces a pedestrian path that runs along the former Passaic Street, separating this building from the Cooke Mill Building (21 Market Street). The structure is heavily graffitied and appears to be out of use. There is little documentary evidence about this building or its date of construction; given its location, it may have been associated with Danforth, Cooke & Company and that operation's use of the middle raceway. The date approximated here is based on that mill's operations.

S.U.M. Passaic Street Bridge, 1858, Mill Street (Contributing)
This sandstone bridge extends over the Middle Raceway tailrace, which is visible as a depression in the ground along the western side of Mill Street in front of the Hamilton Mill building. When the bridge was constructed in 1858, it was part of Passaic Street, running along the S.U.M. Middle Raceway; this section of Passaic Street has since been closed to vehicular traffic. Today, the bridge crosses over the tailrace and ends at the pathway and parking lot behind the Hamilton Mill building.

Most of the bridge's span comprises a steep ramp surfaced with square pavers. Shallow concrete stairs with a metal handrail on the northern side of the bridge accommodate pedestrians. The bridge's stone walls are capped by pitched coping stones, and on each side of the bridge, the tailrace opening is framed by a stone archway and inscribed keystones. (The inscriptions are illegible due to deterioration.)

Middle Raceway Tailrace, 1807, Mill Street (Contributing)
The Middle Raceway's tailrace is daylighted along the western side of Mill Street, from the McBride Avenue Extension to the S.U.M. Passaic Street Bridge. It continues underground along Market Street.

The tailrace features stone walls, and its bottom is overgrown with brush and littered with debris. The front portion of the Hamilton Mill building (20 Mill Street) bridges the tailrace and abuts the sidewalk. At various intervals, semicircular openings in the stone walls of the tailrace, extending under buildings such as the Hamilton Mill, have been infilled.

S.U.M. Lower Raceway, 1806-1807, Van Houten Street and Curtis Place (Contributing)
The S.U.M. Lower Raceway begins at the ATP site and extends along the northern side of Van Houten Street. Some of the industrial buildings on the street extend over the raceway, while others are set back from the street and accessible by bridges. The raceway features stone walls, and its base is overgrown with vegetation (grass in most areas) and littered with debris.

Raceway Footbridges, Various dates – 19th century, Van Houten Street (Contributing)
Several small bridges provide access over the raceways, linking the mills with their adjacent streets. These include: several bridges to the ATP site's ruins along the bend in Van Houten Street (1856-c. 1882); two bridges to Phoenix Mill (primary structure 1875-1884, 34 Van Houten Street); one bridge that transitions to an alley between Harmony Textile Mill (1876, 46 Van Houten Street) and Industry Textile Mills (c. 1878/1879, 24 ½ Van Houten Street); and one bridge over the Upper Raceway by the Rogers Locomotive Company Frame Fitting Shop and Administrative Building (1881, 32 Spruce Street). This last footbridge may correspond to the location of a flume that was part of the Upper Raceway system. Although some footbridges may have been replaced in the 20th century, they were typically replaced in-kind and in the same location, aligning with the mill complexes that they link with the street grid.

S.U.M. Gatehouse, c. 1846, 101-103 McBride Avenue (Contributing)
The S.U.M. gatehouse is a 1-story board and batten building set over the lock that forms the beginning of the S.U.M. Upper Raceway, at the intersection of McBride Avenue and Spruce Street. It is located below street level, supported by a brown sandstone wall on its southern end and by concrete on its northern end. The entrance is on the west elevation and can be accessed by a non-historic set of stairs and small bridge that connect it to McBride Avenue. The building has a standing seam metal roof, and its window openings have been boarded shut.

This S.U.M. gatehouse was constructed after a dam in the Passaic River was constructed, replacing an earlier reservoir that had been part of the S.U.M. raceway system.

Ivanhoe Wheelhouse, c. 1851, 4 Spruce Street (Contributing)
The Ivanhoe Mill Wheelhouse is located on the west side of Spruce Street, where the Upper Raceway's tailrace drops through a spillway to the Middle Raceway. The front (east) section of the wheelhouse is a 1-story structure with a shed roof. It has entrances on the northeast (Spruce Street) and northwest elevations. The back (west) section of the building stands on an arched foundation that follows the path of the Upper Raceway's tailrace, which ran from south to north, parallel to the primary section of this raceway. A circular infilled opening on the northwest elevation of the Ivanhoe Wheelhouse indicates where the Upper Raceway penstock once entered the back section of the building.

This building provided power to Ivanhoe Mill, which was built around 1850 by H. V. Butler and Company. In 1866, the company merged with or was incorporated into Ivanhoe Manufacturing Co., and Henry V. Butler became the company's president. Ivanhoe Wheelhouse contained three turbines that supplemented the steam-powered engines within Ivanhoe Mill. Ivanhoe Manufacturing Co., which produced paper, defaulted on its mortgage in the 1880s and the property went through the ownership of several different companies before being sold to the S.U.M. in 1901.

Passaic River Dam, 1857, n/a (Contributing)
According to a 2010/2011 survey conducted by Farewell Mills Gatsch Architects, Inc., traces of the dam constructed in 1857 by the Passaic Water Company may survive and yield archaeological potential.[49]

Resources within the 1976/1985 NHL boundaries

12-14 Spruce Street, c. 1990 (Non-contributing)
This is a non-historic 1-story brick building on Spruce Street, currently occupied by Burger King. It replaced the Falls View Diner, which occupied this site in the mid- to late-20th century.

Rogers Locomotive Company Frame Fitting Shop and Administrative Building, 1881, 16-32 Spruce Street (Contributing)
The Rogers Locomotive Company frame fitting shop and administrative building are two interconnected structures within the Rogers Locomotive complex, both located on the west side of Spruce Street. The administrative building is located immediately northwest of the frame fitting shop, and the two structures are linked by skybridges at the 2nd and 3rd stories.

The administrative building is a 2.5-story brick structure that faces northeast toward Spruce Street. Its primary elevation is divided into seven bays, which are separated by brick piers. Six of the seven bays feature paired sash windows at the 1st and 2nd stories, with metal lintels and stone sills for each pair of windows. There are five dormers on the primary elevation and three recently constructed ones on the rear (southwest) elevation. On the primary elevation, the brick has been painted with advertising banners between each story. The sign above the 2nd story reads "Paterson Silk Machinery Exchange," and the sign between the 1st and 2nd stories reads

[49] Farewell Mills Gatsch Architects, Inc., *Cultural Resource Investigation of the Allied Textile Printing Site, Paterson, NJ, Volume 4: The Allied Textile Printing Site Preservation Treatment Approach* (January 2011 [cover is dated January 2010, but internal pages are dated January 2011]): 30.

"Looms Warpers Winders Quillers Coppers Jaquards & Supplies." An additional sign on the northwest elevation reads "Home of Paterson Silk Machinery Exchange Office."

The frame fitting shop is a side-gabled 3-story brick building with four sets of double doors at the first floor on its primary (northeast) elevation. A stone string course separates the 1st story from the two above, which are divided into twelve bays by shallow piers. Each bay features a sash window at the 2nd and 3rd stories. There are loading bays on the secondary (southeast and northwest) elevations, and pairs of skybridges on each of these elevations connect this building to the adjacent ones (the administrative building, and the Rogers Locomotive Company Millwright Shop).

Rogers Locomotive Works Storage Building, 1881, 32 Spruce Street (Contributing)
The Rogers Locomotive storage building, located behind the company's frame fitting shop and administrative building, is a 2.5-story end-gabled brick structure that sits atop the S.U.M. Upper Raceway's tailrace. Its southeast elevation is four bays wide, with a door spanning all four bays on the lower story and a loading door with a hoisting pier in the third bay of the 2nd story. There is a circular window in the gable. Some sash windows on the northeast elevation, and all on the northwest elevation, have been boarded up or infilled; the remaining sash windows have a 2-over-2 configuration. There is a recently constructed entrance vestibule at the northeast corner of the building.

Rogers Locomotive Company Millwright Shop, 1879, 50 Spruce Street (Contributing)
This 3-story brick and stone building is located on the west side of Spruce Street between Barbour Flax Mill (60 Spruce Street) and the Rogers Locomotive Company frame fitting shop (16-32 Spruce Street). It is side gabled, and its primary pedestrian entrance is located off-center on the primary (northeast) elevation. This elevation also has two loading entrances, sheltered by protruding corrugated-metal roofs, with a hoisting pier at the 3rd story above each loading entrance. Shallow brick piers separate the primary elevation's 18 bays, and most window openings have been altered or completely infilled. The building has an ornamental metal rail above the roof's fascia, and skybridges connect to adjacent buildings to the north (Rogers Locomotive Company Frame Fitting Shop and Administrative Building, 16-32 Spruce Street) and south (Barbour Flax Mill, 60 Spruce Street), although only the structural framing remains for the skybridges at the north end of the building.

This building was constructed to replace a previous one of the same form that was destroyed in a fire in 1879. It was part of the Rogers Locomotive complex on Spruce Street, and it was used to manufacture heavy equipment.

Dolphin Jute Mill Complex (now The Art Factory Studios), 1844/1869 (primary building), 70 Spruce Street (Contributing)
The primary building of the Dolphin Jute Mill complex faces Spruce Street. Additional structures are located to the west, set back from the street and behind this building, which is four stories tall and has a shallow front gable. For the purposes of this survey, all of the buildings on this site are considered one resource; the building at the east end of the site, along Spruce Street, is considered the primary building.

The 4-story primary building features brick walls and stone quoins, sills, lintels, stringcourses, and foundation walls. The windows are distinctly shaped, occupying modified trapezoid openings. The building's entrance is located on its southeast elevation, with fire escape balconies above at the second, third, and fourth stories. Several skybridges connect this building to the Barbour Flax Mill to the northeast (60 Spruce Street).

This building was constructed in 1844 as a hemp processing mill for the American Hemp Company. By 1851, it had become part of the Dolphin Manufacturing Company, which leased additional water rights, bringing its

total to five square feet of water from the S.U.M. Upper Raceway. The 4th story was added in 1869 to accommodate a steam engine and boiler. By 1881, the mill had become the largest jute processor in the United States.

Barbour Flax Mill, c. 1879, 60 Spruce Street (Contributing)
The 4-story Barbour Flax Mill is a side-gabled stone and brick building. Stucco and faux stone covers most of its northeast (Spruce Street) and southeast elevations. Most of the 9-over-9 sash windows appear to be original, although some have been altered to accommodate a fire escape that extends across three of the primary elevation's ten bays.

At the western portion of this parcel, and attached to the rear elevation primary building by a 1-story brick structure, is a large, historic 4-story brick building with stone detailing and two prominent octagonal brick turrets. Skybridges link this brick building to the adjacent Dolphin Jute Mill Complex (70 Spruce Street).

The Barbour Flax Mill was part of a complex of buildings owned by the Barbour Flax Spinning Company, which was established in Scotland in 1739 before moving its central operations to Ireland. The company expanded to Paterson in 1864, constructing mills throughout the city including along Spruce and Grand Streets; other structures in this complex include Granite Mill (225 Grand Street) and a machine shop behind Dolphin Jute Mill (70 Spruce Street).

8-14 Morris Street, 1909 (Contributing)
This five-story brick building is located on Morris Street, north of Grand Avenue. Its primary (northeast) elevation is arranged with eleven irregular bays at the 1st story and five irregular bays at the second through fifth stories. The central window openings on the second through fifth stories are smaller than the other openings on this elevation, although they all feature stone sills and segmental brick arches. A date stone over the central window of the 1st story reads "1909."

All of the windows on the northeast and northwest elevations have been infilled, and most of the infill material has been painted a pinkish cream color. A ghost sign on the easternmost end of the southeast elevation reads "Industrial Warehouse and Storage," with an illegible word or number below.

Granite Mill (now Paterson Arts and Science Charter School), 1881, 225 Grand Street (Contributing)
This 3-story brick and brownstone building is located at the northwest corner of Grand and Morris Streets. It is set on a slope, and the eastern portion of its basement level is partially aboveground at the eastern end of the parcel. The primary elevation faces southeast and extends more than 450 feet along Grand Street. It features rough-faced brownstone at the basement and the 1st and 2nd stories, with brick and stone string courses above the 2nd story. The 3rd story and two protruding towers feature brick walls. The northeast elevation is faced with brownstone and features a shallow gable with an infilled window opening. The building was recently rehabilitated, with new, compatible windows installed throughout the building. Window openings throughout the building feature segmented brick arches and stone sills.

Granite Mill was part of a complex of buildings owned by the Barbour Flax Spinning Company, which was established in Scotland in 1739 before moving its central operations to Ireland. The company expanded to Paterson in 1864, constructing mills throughout the city, including along Spruce and Grand Streets. Other structures that were historically part of this complex include Barbour Flax Mill (60 Spruce Street) and a machine shop behind Dolphin Jute Mill (70 Spruce Street).

169-181 Grand Street, c. 1965-c. 1980 (Non-contributing)
This property includes three non-historic structures, two of which are connected and located at the east side of the parcel. The buildings host a combination of commercial and residential uses.

Rogers Locomotive Company Erecting Shop, 1874, 2 Spruce Street (Contributing)
The Rogers Erecting Shop, located at the southeast corner of Spruce and Market Streets, is a 3.5-story brick building that extends approximately 220 feet along Spruce Street. Its current primary entrance is located in the southernmost bay of the southwest elevation, which comprises 13 bays in total. Each of the other 12 bays features a large set of doors at the 1st story, topped by paired transoms and metal lintels with decorative rosettes. The 2nd and 3rd stories feature sash windows separated by brick piers. A stone date marker near the center of this elevation reads "1835 Rebuilt 1874 Rogers Locomotive & M. Works." A monitor roofline runs the full length of the building, above a decorative brick cornice.

The building's northwest elevation is similar in form to that of the Ryle Union Works building (1 Market Street) across Market Street: it is five bays wide, and the central bay has a large hoisting pier in the gable's peak. A 2-story end-gabled structure is attached to the building's northwest elevation and is in ruinous condition.

This building is the oldest extant structure within the Rogers Locomotive Company complex. The double doors on the primary elevation enabled the transport of finished locomotives out of the building. It now hosts the Paterson Museum.

Ryle Union Works/Ryle Tenant Mill (now The Lewis Chatman Academy), 1813-1815, 1 Market Street (Contributing)
The Union Works building, located on the northeastern corner of Spruce and Market Streets, is a 4-story end gabled brick building. The site slopes up from south to north, fully exposing the 1st story and the brownstone foundation on the southeast elevation and partially exposing the foundation walls on the southwest and northeast elevations. The building's primary elevation faces southeast on Market Street. This elevation is five bays wide, with a hoisting pier above the central bay and historic loading doors at each story of the central bay. The westernmost bay features a stone panel above the 1st story, with an inscription that reads "Union Works 1827 1890," although this does not indicate the year of construction.

A brick dentil course forms the main cornice for the building, and an additional belt course separates the 2nd and 3rd stories on each elevation, with shallow brick piers above the 2nd story that separates the bays of the upper two stories. Star anchor plates are visible on all four elevations.

Through the mid-19th century, a wide range of products was manufactured in this building, which was the first to process silk in Paterson. Stephen Van Winkle, a silk weaver who had also produced silk at the Phoenix and Beaver Mills, owned this building from 1864 to 1888; William T. Ryle, son of John Ryle, later owned the building.

Visitors Center, c. 1965, 65 McBride Avenue (Non-contributing)
This 1-story frame building is located on the southeast corner of the intersection of McBride Avenue and the McBride Avenue extension. It is set back from the street and faces northwest, toward the intersection. A parking lot occupies most of the parcel, and the S.U.M. Middle Raceway runs behind the building along the former Passaic Street.

This building has painted board-and-batten walls and a projecting shed roof that is supported by painted wood corbels. The primary elevation is three bays wide and includes a central entrance that protrudes slightly from the building, with projecting windows on either side.

Glenro Building (also known as Colonial Silk Mills; Petz, Oppenheimer & Co., Inc.; Colonial Ribbon Manufacturing Company), c. 1921, 37-53 McBride Avenue (Contributing)
This 3-story concrete-frame building is located on the south side of McBride Avenue. It features a brick parapet with stone coping. The large original window openings have been infilled with brick and stucco, with smaller non-historic windows set within the infill. It has brick and stucco infill and a parapet with brick and stone coursing. The rear (southeast) elevation of the building is adjacent to the S.U.M. Middle Raceway.

Hayes Manufacturing Company Building, c. 1950, 31-35 McBride Avenue Extension (Contributing)
This 1-story brick building and its non-historic addition is located east of the Glenro Building (37-53 McBride Avenue) on the south side of the McBride Avenue Extension. The primary building is faced with red stucco, and a mural covers part of its southwest elevation, which also includes the building's entrance. Paired windows have brick lintels and sills.

In the late 19th and early 20th centuries, the building was owned by Hayes Manufacturing Company, which produced copper range boilers. The addition was constructed at an unknown date.

Sandoz Mill, c. 1917, 29 McBride Avenue Extension (Contributing)
This 2-story brick building is located on the south side of the McBride Avenue Extension, set back from the street and obscured today by overgrown brush. The primary (northwest) elevation features a metal cornice with a brick parapet above.

The window openings, which are boarded up, have stone sills and lintels on all visible elevations. The windows on the primary elevation have particularly elaborate stone lintels, including keystones and stone coursework at the 2nd story.

27 McBride Avenue Extension, c. 1920 (Contributing)
This 2-story brick building is located on the south side of the McBride Avenue Extension. Its primary (northwest) elevation is divided into eight bays by shallow brick piers, with corbelling within each opening above the 2nd story. The building's window openings have been boarded up, and the roof has collapsed.

Cooke Locomotive Company Office Building, 1881, 19 Market Street (Contributing)
This 3-story brick building is located on the north side of Market Street. It is faced with brownstone on the 1st story of its south and east elevations, with brick walls above at the 2nd and 3rd stories. The primary (south) elevation spans six irregular bays, separated by shallow brick piers and crowned by an ornate brick cornice at the roofline. Several stone belt courses extend across the primary elevation between each story. The primary entrance is framed by a semicircular brownstone arch with three smaller windows above. The secondary elevations are simpler and do not feature stone cornices or brick piers. Instead, the windows on the secondary elevations feature simple, flat stone lintels and sills.

The primary building was once part of a larger complex that included buildings that have since been demolished. A recent 4-story addition more than doubles the size of this structure, extending north from the rear elevation of the primary structure. It features brick walls and window openings at the second through fourth stories. An iron skybridge once connected this building to the Danforth erecting shop immediately to the west.

Cooke Mill Building, c. 1880, 21 Market Street (Contributing)
This 4-story brick building is roughly rectangular in form, with a shallow bend at its eastern end. Its primary (southeast) elevation is set back from Market Street, and its north elevation follows the path of the S.U.M. Middle Raceway. Brick piers separate each bay, extending from the ground level to the arched lintels of the fourth-story windows. The 9-over-9 sash windows are mostly replacements, although many of the window surrounds appear to be original. There are solar panels on the southern portion of the roof.

The building was part of the Cooke Locomotive Machine Works complex on Market Street between Spruce and Mill Streets. Its eastern portion may be stone beneath exterior brick, or this stone portion may have been rebuilt as brick after 1915.

Hamil Mill (Reconstructed)/Godwin Mill, c. 2000, 21 Mill Street (Non-contributing)
The extant brick building replaced the historic Hamil Mill/Godwin Mill. It has four stories, with commercial storefronts at the 1st story and residential or commercial use above. A large tower is located at the southeast corner of the building, at the intersection of Mill and Market Streets.

Hamilton Mill, 1793/c. 1822/c. 1885/c. 1990, 20 Mill Street (Contributing)
The Hamilton Mill building is located at the southwest corner of Mill Street and McBride Avenue. Only the 2-story protruding front (east) section, which bridges the Middle Raceway Tailrace, and the southern end of the east elevation remain from the historic 1793 mill building. Part of this structure may actually be from the Hope Mill, which dated to 1822. The protruding section may be part of the original mill, or a late-1880s addition. Its east elevation is divided into three bays, with an arched doorway in on the northern bay. A loading door and hoist beam are located in the central bay at the 2nd story of this section.

Behind the historic brick curtain wall on the east elevation, a large addition was constructed in the 1990s. It extends the full length of the parcel, occupying a similar footprint to the similar structure. The addition is a full story taller than the historic building, but it is recessed behind the salvaged curtain wall and adopts a similar material palette to the older fabric. This includes brick walls and hung windows with stone lintels and sills. (The window openings and trim on the addition are intentionally differentiated from the historic window openings.)

Franklin Mill (Old Red Mill), c. 1870 with later addition, 22 Mill Street (Contributing)
Franklin Mill is a 3-story brick building located at the northwest corner of McBride Avenue and Mill Street, on a site that slopes up from the Mill Street (northeast) elevation. Based on this sloping site, the entrance on the southeast elevation, facing McBride Avenue, is at the 2nd story of the building. The building's southwest and northeast elevations border the S.U.M. Middle Raceway and tailrace, respectively. A parking lot occupies the northern portion of the parcel.

As with many other mills in the area, this mill processed silk in the late 19th and early 20th centuries. Its footprint has changed significantly over time.

Essex Mill, ca. 1871, 24-25 Mill Street (Contributing)
The brick Essex Mill building is U-shaped in form, with three distinct sections: a 2-story central section is flanked by 4-story wings that extend back from the street. Two brick towers are located in the interior courtyard, at the two corners where the central section and the wings meet.

All three sections of the building are relatively simple and unornamented, with simple stone sills and arched brick lintels throughout. The central 2-story section has a large, off-center entrance that provides access to an interior courtyard. The two wings display star anchor plates on their secondary (northwest and southeast) elevations. On the northeast elevation of the north wing, a metal plaque at the 4th story reads "R & H Adams 1871 & 1872."

The Essex Mill site, which historically included the Old Yellow Mill immediately to the west (listed at the same street address, 24-25 Mill Street), was one of the earliest S.U.M. mill sites. In 1802, Charles Kinsey and Israel Crane leased rights to fifteen square inches of the S.U.M. Middle Raceway's water to power a paper mill on this property. The present structure, built in the early 1870s, has manufactured mosquito netting, cotton products, and silk. The company listed on the building's metal plaque, R & H Adams, was a major mosquito net manufacturer that bought and expanded Essex Mill in 1871, a few years after a fire destroyed its former building. The Essex Mill had a penstock, reservoir, and spillway at the time of the NHL nomination. These features may still be extant in the courtyard, but we did not have access to that area while surveying.

Old Yellow Mill (Essex Mill Complex), 1803/1856, 24-25 Mill Street (Contributing)
This 3.5-story building is set back from Mill Street, located behind the U-shaped Essex Mill building (listed at the same street address, 24-25 Mill Street) and helping to enclose a courtyard with the Essex Mill. It features brick walls above a stone foundation at the (partially below-grade) 1st story. The stone foundation represents the remnants of an 1803 structure, the Old Yellow Mill.

The primary (southeast) elevation is divided in half by a brick pier. Its windows are replacement one-over-one sash windows.

Hydroelectric Plant, 1914, 100 McBride Avenue (Contributing)
The hydroelectric plant is located on the eastern side of the Passaic River, below the Great Falls and down a steep slope from McBride Avenue. The building's primary elevation faces south, and its west elevation is constructed into the rock face. A six-story brick stair tower is located at the southwest corner of the building, abutting the primary elevation and the rock face and providing access to the building from above the falls. The tower is capped by a standing seam metal roof.

The primary elevation features a central door with a large arched transom above, separated by a stone date plaque that reads "1791 S.U.M. 1914." Also on this elevation, a round window is set into the gable.

The east elevation is five bays wide and features large arched windows that extend nearly the full height of the interior space. The stone cornice's decoration is similar to that on the Field House (100 McBride Avenue), which is part of the same complex, and of the S.U.M. Administration Building (72 McBride Avenue), which overlooks this structure from McBride Avenue.

Penstocks on the western side of the structure capture water from above the falls, which travels through rock at the river's bend and falls 67 feet to the plant. The generator room originally held S. Morgan Smith horizontal-shaft double-runner turbines. One older turbine remains; all other turbines have been replaced with modern equipment.

Field House, 1914, 100 McBride Avenue (Contributing)
The field house is a 1-story brick building that is part of the hydroelectric plant complex, located at street level above (and southwest of) the main plant building. Its primary entrance is on the north elevation, where a large

door would have allowed for large equipment to be transported into and out of the building. The end-gabled building features a stone cornice and sills. The windows have been boarded shut.

Great Falls Arch Bridge, c. 1888, n/a (Contributing)
The Great Falls Arch Bridge overlooks the Great Falls of the Passaic River; the current iron span is the latest in a series of bridges that were constructed over the falls in this location. It extends from the upper level of the S.U.M. hydroelectric plant and field house (100 McBride Avenue) on the eastern side of the river to Mary Ellen Kramer Park on the western side. (Due to the bend in the falls at this point, the bridge actually extends south-north.)

The current water main is a replacement of an earlier pipe that was part of the Passaic Water Company's system. When it was replaced in 1983, a deck for pedestrian access was removed. A new pedestrian footbridge was constructed immediately west of the arch bridge.

Steam Generating Plant Foundation, 1915, 72 McBride Avenue Extension (Contributing)
Overlook Park's parking lot is supported by the foundation of the 1915 steam plant, which was constructed shortly after the hydroelectric plant to supply power during periods when the water level was too low and insufficient to generate electricity. The steam generating plant building was struck by lightning in 1958 and demolished soon after that, leaving only the 2-story foundation wall.

S.U.M. Administration Building, ca. 1920, 72 McBride Avenue (Contributing)
The 2-story S.U.M. Administration Building is located immediately to the north of the intersection of McBride Avenue and Spruce Street. The building is brick, and it features a stone cornice under a side-gabled roof. The stone decoration along the cornice is similar to that on the S.U.M. Hydroelectric Plant and Steam Generating Plant.

The primary (east) elevation is three bays wide, with an entrance in the central bay that is sheltered by a flat cantilevered metal roof above. Both stories have wooden sash windows, in a one-over-one configuration on the 1st story and a nine-over-one configuration on the second. The primary elevation faces Overlook Park's parking lot, and a path extends from McBride Avenue along this elevation to a viewing area that overlooks the Great Falls.

Allied Textile Printing (ATP) Complex[50]
Historically, these resources operated as separate mill complexes, owned by different companies; beginning in the 1940s, they were purchased by the Allied Textile Printers Corporation and unified as one 7-acre complex. These resources were destroyed by fire in the 1980s, but retain their significance and contribute to the historic district based on their archaeological value.

> **Colt Gun Mill,** 1836, Mill Street/Van Houten Street (Contributing)
> The Colt Gun Mill is a highly significant building, long recognized for its associations with Colt family members, particularly Samuel Colt. It is also recognized for its associations with John Ryle, the English silk worker who is largely credited with establishing Paterson's silk industry. The Colt Gun Mill was built in 1836 by the Patent Arms Manufacturing Company to house the fabrication of the repeating

[50] Descriptions and dates of construction for the ATP complex are sourced from: Farewell Mills Gatsch Architects, Inc., *Cultural Resource Investigation of the Allied Textile Printing Site, Paterson, NJ, Volume 2:The Allied Textile Printing Site Existing Conditions* (September 2010).

revolvers patented by Samuel Colt. The mill was four stories high with an attic and tall tower in the front. In 1838, Samuel Colt's brother, Christopher Colt, attempted small-scale silk spinning on the mill's fourth floor; Christopher was unsuccessful in turning his effort into a viable business, but it eventually attracted the attention of John Ryle, who partnered with George W. Murray to successfully produce sewing silk and lay the economic and technological foundation for Paterson's silk industry.

Ryle would eventually outgrow the Gun Mill lot, moving his operations into the Murray Mill in the 1860s. Until 1933, the Gun Mill housed a number of industrial tenants. In the 1920s, the upper floors of the mill were removed because they were believed to be unstable.

The building [Building 23] is located on the southern half of the site towards the west. It is located to the north of the S.U.M. Spillway from the Middle Raceway to the Lower Raceway. The building is rectangular in plan situated north-south on the site with an entry/stair tower structure located near the middle of the east wall. At the southwest corner, there is a small triangular two-story addition constructed of CMU with steel framed windows at the upper story. The addition is access by a door in the west wall at the north end of the building.

The exterior walls are constructed of coursed ashlar brownstone with masonry openings occurring at regular intervals. The openings vary in size at the south end of the building and have arched brownstone heads and sills. Some of the openings have been infilled with brick, while others still retain some window framing. The west and east walls have been stabilized using steel tubing.

Waverly Mill, c. 1857, Van Houten Street (Contributing)
The Waverly Mill is a pivotal resource on the ATP site with significant historical associations to the development of the textile industry and the evolution of the waterpower system. The Waverly Mill was built by David Gavin Scott circa 1857, following a fire that destroyed a previous cotton mill. The Scott mill, which was leased to the Franklin Manufacturing Co. in 1861, made use of water for power delivered from the S.U.M.'s Lower Raceway. The mills were used, at least in part, to weave and bleach towels, as well as for silk weaving and spinning. In 1889, the Franklin Manufacturing Company ceased operations, and over the next 60 years, the Waverly Mill was a tenant mill occupied by a series of firms, mostly silk weavers and throwsters. The last occupant prior to ATP was the Tynan Throwing Company, which ceased operations in the early to mid-1950s. By 1957, ATP had moved into the Waverly Mill and converted it for use in post-printing processes.

Building 11C [of the mill] is located in the center of the site, to the east. It is situated north-south on the site. It is adjacent to Building 11A and these buildings were at one time connected with an access pathway between them. The buildings are distinguishable by a jog in the existing north wall; however, at the south end, the framing is indistinguishable.

The building is a brick building with steel and wood framing built in a rectangular plan. The brick walls are three withes thick with arched masonry openings. The building footprint is filled with debris and vegetation. The floors are steel and wood framed and the building is capped with a flat asphalt roof.

Mallory Mill, c. 1870, Van Houten Street (Contributing)
The Mallory Mill is significant as one of five water-powered mill lots on the ATP site. The first Mallory Mill was a woolen mill built by John Barrow & Sons in 1831. It burned in 1856 and was replaced by a multi-purpose textile mill built by David Gavin Scott c. 1870. It was Scott's Mallory Mill building that

existed on the ATP site until its closure in the 1980s. The Waverly/Mallory mill lots are also believed to be the location of the S.U.M. saw mill (1794), exact location undetermined.

The Mallory Mill was a three-story, brick structure with gable roof. In the 1870s and 1880s, it was used, at least in part, for silk weaving and bleaching, as well as the printing and finishing of a variety of textiles including wool, cotton, and linen by the Franklin Manufacturing Coimpany. A series of tenant silk manufacturers occupied the mill from the 1980s to 1930s. By 1951, ATP's Arrow Division was occupying the mill and had integrated its operations into those of the rest of the site.

The building [referred to as Building 11B] is located in the center of the site and is situated north-south on the site. The building was a three-story brick building that had a long and rectangular plan. All that remains of the building is a foundation wall at the west elevation and a portion of the wall at the south elevation. The remaining wall is mostly brick construction. There is also a door at the south end that leads to a room below grade. The site is filled with vegetation and debris including steel framing and metal piping.

Passaic Mill No. 1 (Duck Mill), c. 1899-1914, Van Houten Street (Contributing)
The primary building, Building No. 1, was built as a dye house between 1899 and 1915 by the Standard Silk Dyeing Company, which leased the property from the New Jersey General Security Company. By evidence of its brownstone foundation, the one-story brick dye house with sawtooth roof may have incorporated a portion of the foundation or re-used stones from some portion of the previous Passaic Mill No. 1 (Duck Mill).

Passaic Mill No. 1 served as a dye house for the Standard Silk Dyeing Company and later the Regal Division of ATP until the plant closed in 1983. Building No. 1 ranks as one of the most intact of the ruined dye houses on the ATP site.

The primary building is located at the east end of the site, and its south elevation is adjacent to the Lower Raceway, and is oriented north-south on the site. The building is a masonry bearing wall structure with a wood framed saw-tooth roof, which is covered with asphalt. The walls are common bond brick set on a brownstone foundation, and the building is a single story above grade. The floor structure consists of steel columns supporting steel girders that carry wood timber framed floors. The majority of the existing masonry openings have been filled with CMU. Only the first four structural bays at the south end of the building remain [as of 2010]. The basement level is below grade at the south end of the building. Moving north, the grade falls away and exposes the basement level.

Todd Mill, c. 1872, Van Houten Street (Contributing)
The Todd Mill is one of the highly-significant, early water-powered mill sites on the ATP site, with associations to the Todd machine works, one of Paterson's better-known manufacturers. The 5-story brick Todd Mill was built circa 1872 by the Todd & Rafferty Machine Works, likely incorporating elements of the earlier Home Mill, a cotton mill dating to 1813, represented by some brownstone foundation elements. The first water-powered cotton mill was part of the massive industrial expansion following the outbreak of the War of 1812, and one of the few cotton mills in Paterson to survive the depression following the war. Todd, Mackey & Co. purchased the cotton mill in 1850, quickly becoming famous for its product line of steam engines and specialty textile machines for flax, hemp, silk, and jute. In 1872, the firm was reorganized as Todd & Rafferty, and the entire mill complex was

reconstructed, resulting in the large four-story, L-shaped mill that survived largely intact until a series of fires beginning in 1983.

After 1898, the Todd Mill became a tenant mill. The Todd Mill reflects the decentralized nature of the silk weaving industry in Paterson in the 20th century. By 1974, ATP had occupied the Todd Mill, using it largely as a warehouse.

The primary building [referred to as Building 6] is a brick masonry building with only fragments of the lower story remaining, although it was originally 5 stories. The walls are set on a masonry foundation, which appears to be brownstone with some brick infill from limited observations. Some heavy timber framing remains [as of 2010], although most of it is not intact. A loading dock stretches along the south elevation that was at one time covered with a steel-framed roof structure. The building shows evidence of fire damage throughout the building. Windows at the basement level have been filled with brick, but upper windows have been filled with CMU.

Congdon of Nightingale Mill, 1915, 13½ Van Houten Street (Contributing)
The Congdon Mill building extends back from Van Houten Street to form the western portion of a building complex that includes Phoenix Mill. This 4-story brick building features a side-gabled roof with a stepped parapet on the front section of the building, which bridges the Lower Raceway. The primary (southeast) elevation is divided into twelve bays by brick piers, with two entrances at the southwest end of this elevation. The southwestern bay's entrance consists of a large vehicular opening to provide access to the interior courtyard/parking lot.

Phoenix Mill, 1875-1884 (primary frontage)/1813 and c. 1827 (rear section), 34 Van Houten Street (Contributing)
This building is located on the north side of Van Houten Street. Its primary (southeast) elevation is composed of two interconnected sections that are visible from the street: to the west (left) is a 2-story section that is fifteen bays wide, and to the east (right) is a 4-story structure that extends back toward the Passaic River. These two sections, together with Congdon Mill (13 ½ Van Houten Street) and another building set back from Van Houten Street, form a complex of buildings with a central courtyard.

The S.U.M. Lower Raceway, which runs along the northern side of Van Houten Street, separates the Phoenix Mill from the sidewalk. Two bridges cross over the raceway to provide access to the 2-story section of the building. The first bridge leads to a porte-cochère in the sixth bay that provides access to the interior courtyard. The second bridge connects to the easternmost bay of the 2-story structure, providing pedestrian access to both this section and the 4-story portion of the mill. The entire building has 16-over-16 sash windows with segmental arched brick lintels and stone sills. (The lintels vary between the 2-story and 4-story sections.)

Phoenix Mill is one of the oldest structures in the S.U.M. historic district. The earliest section of the building dates to c. 1816, and a large addition was added c. 1826. Physical investigation completed as part of a 1983 HAER survey found that the original structure may have been built with plans for subsequent expansion. The mill processed cotton until the mid-1860s, when it switched its operations to silk.

Harmony Textile Mill, 1876, 36 Van Houten Street (Contributing)
This five-story brick building is separated from Van Houten Street by the Lower Raceway. Its primary elevation faces southeast, although the entrance is on the building's northeast elevation, bordering an alley that separates the Harmony Textile Mill from the Industry Textile Mill (24 ½ Van Houten Street).

The building has a shallow end-gabled roof with two courses of bricks laid in a dogtooth pattern to form a cornice. The 1st story of the northeast (side) elevation is almost entirely faced with stucco, with an aluminum entrance door located at the southern end of the elevation. The window openings throughout the building, which appear to have their original wooden jambs, feature a mix of 1-over-1 wood sash windows, plexiglass sheets, and plywood boards. Two openings on the northeast elevation display ghosts of skybridges that once connected the upper levels of this building to the Industry Textile Mill next door.

An earlier wooden building, also called the Harmony Mill, occupied this site from 1822 until it was destroyed in a fire in the mid-19th century.

36-37 Van Houten Street, c. 1880, 36-37 Van Houten Street (Contributing)
This 2-story brick building is set back from Van Houten Street behind Harmony Textile Mill (36 Van Houten Street). Its primary (southeast) elevation is five bays wide and has a stepped parapet. A loading dock and door occupy the central portion of this elevation's first floor, and there are 6-over-6 replacement windows with segmental brick arches on the 2nd story.

Industry Textile Mill, c. 1878/1879, 24½ Van Houten Street (Contributing)
This five-story brick building extends back from Van Houten Street toward the Passaic River, with several distinct sections that reflect additions over time. The front section's primary (southeast) elevation is nine bays wide, with a non-historic 1-story addition that spans the full width of the elevation and bridges the S.U.M. Lower Raceway. The southeast elevation also features a cross gable that occupies the central three bays and has an infilled circular window at the roofline. Shallow piers separate the primary elevation's window openings, many of which have been boarded up or infilled with concrete block. Those that remain open include both wood and replacement one-over-one sash windows with ornamental segmental arches.

Two openings on the southwest elevation exhibit ghosts of skybridges that once connected the upper levels of this building to Harmony Textile Mill next door (36 Van Houten Street).

A decorative brick cornice along the three visible elevations of the building's front section is similar in form to cornices on other buildings on this block, including on the Edison Illuminating Co. Office Building next door (38 Van Houten Street).

Edison Illuminating Co. Office Building, 1894-1910, 38 Van Houten Street (Contributing)
This building is located at the intersection of Van Houten Street and Curtis Place, and is composed of four connected brick structures. The first structure, with its primary (southeast) elevation along Van Houten Street, is a 3-story brick office building with a 4-story tower at the corner of Van Houten Street and Curtis Place. The building's 3rd story and the tower's 4th story share a motif of brick arches that spring from brick piers with terra cotta capitals. The window openings throughout this first structure have been partly infilled and now hold slider windows, but the original openings are still legible and the stone sills and lintels (on the 1st and 2nd stories) are still intact. All three entrance doors, located on the southeast and northeast elevations of this section, have been replaced with glass-paneled aluminum doors.

The second structure's primary (northeast) elevation faces Curtis Place, while its southeast and northwest elevations abut the other two sections of this building. On the primary elevation, shallow brick piers separate large window openings that appear to span the full height of a large interior space (e.g. warehouse). These arched window openings have been partly infilled, so that most now hold three smaller 1-over-1 sash windows.

A stone belt course extends the full width of the building below these window openings. The historic brick surrounds and stone stills are still intact, despite the infill. Large service openings in the five southernmost bays have non-historic rolling garage doors that provide access to the building's interior. An ornamental brick cornice is a simplification of that on the office section described above.

The third section, which is attached to and immediately northwest of the warehouse section, shares a continuous stone belt course with that building. It also fronts Curtis Place, and its northwestern wall abuts the building on the Beaver Mill Lot.

The fourth section is a 1-story brick structure that is five bays wide, although an asymmetrical parapet indicates that an additional bay may have been removed from the southern end of its primary (northeast) elevation. The windows on the primary elevation, all of which have been boarded up, are separated by brick piers and have shallow segmental brick arches. The northwest elevation has been stuccoed. Many different companies began operations at mills on this lot before moving to other sites within the NHL district.

Beaver Mill Lot, c. 1953, Van Houten Street and Curtis Place (Non-contributing)
The site is currently a cleared lot, and historic aerial photographs suggest that it has been in this condition since at least 1953. It is adjacent to the industrial buildings of the Industry Textile Mill (24 ½ Van Houten Street) to the west and the Edison Illuminating Company (38 Van Houten Street) to the south. Historically, the Little Beaver Mill was located on this lot; a large fire in 1832 consumed the mill.

Structures on S.U.M. Island, c. 1951, 11-17 Memorial Drive (Non-contributing)
S.U.M. Island (historically known as Little Coney Island, Temperance Island, or Society Island; today it is alternately known as Alfano Island) is located in the center of the Passaic River just north of the Great Falls. The island hosts several structures; the largest is a long shed-like building that extends north-south. This building appears to align with the footprint of a similar building on the 1951 Sanborn map, but

The island is accessed via a truss bridge that connects the eastern side of the Passaic River with the island. It extends from Mulberry Street, which is a short road that is parallel to Memorial Drive. There is a pedestrian path on the northeastern side of this bridge, which replaced an earlier wooden bridge.

In the 19th century, the island was known as Little Coney Island, and hosted a theater and pleasure grounds that are no longer extant. The island has periodically flooded (or come close to flooding); in 1912, Paterson's Board of Park Commissioners considered removing the island altogether.[51] Instead, around that same time, the island began hosting a popular (and at times controversial) farmer's market known as the "Island Market"; newspapers record initial discussions about the market in 1912, and the market continued through at least 1947.

17 River Street, c. 1987 (Non-contributing)
This 1-story commercial structure is non-historic; aerial photographs indicate that it was constructed sometime between 1979 and 1987. It features large plate glass windows and an overhanging hipped roof. It is currently vacant.

West Broadway Bridge/West Street Bridge, 1897, n/a (Contributing)
The West Broadway Bridge is a triple-span concrete and metal deck arch bridge constructed using the Melan reinforcing system. It has ashlar spandrel walls. The piers that define the spans extend above the bridge deck to

[51] "Removing Island," *Engineering News* 68, no. 9 (August 29, 1912): 147.

the height of a metal railing. The piers support lampposts, and historic plaques mounted on the piers give the dates of construction and restoration of the bridge, as well as the names of individuals involved in both campaigns. The bridge accommodates one lane of traffic in either direction and has pedestrian sidewalks on each side, separated from the roadway by curbs.

101 West Broadway, c. 1880 (Contributing)
The 3.5-story, end-gabled brick building is located on the western side of the Passaic River, at one end of the West Broadway Bridge. Its primary elevation faces east and features a faux stone veneer at the 1st story. This first floor alteration includes a recessed central bay with a pair of door openings flanking storefront windows, all of which are boarded up. A deteriorated wooden cornice with paired wooden brackets separates the 1st and 2nd stories on this elevation.

The secondary elevations feature large areas of missing or deteriorated brick. Several windows throughout the building are missing portions of their wooden sashes or glass panes, or are covered with plywood. The south elevation has several window openings with stone sills and lintels, as well as joists and a ghost of an exterior staircase remaining from a multistory porch.

103-105 West Broadway, c. 1950 (Non-contributing)
This 1-story commercial structure abuts the north elevation of 101 West Broadway. Its footprint is irregular, hugging the angle of the intersection between West Broadway and Presidential Boulevard.

Addy Textile Mill/National Silk Dyeing Company Valley Works, 1873-1880/1915, Ryle Avenue (Contributing)
This group of interconnected structures includes a 3-story structure at the corner of Ryle Avenue and Ryle Road, an attached 1-story structure in ruinous condition immediately to its south, and a third building, also ruinous, attached to and immediately east of the second structure. All three structures are currently vacant. The first structure is the most intact of the three structures, and contributes to the historic district. Its primary (northeast) elevation faces Ryle Avenue and spans eleven bays, which are separated by brick piers that extend up to the corbelled brick cornice. A portion of the 1st story has been covered with a stucco-like material with coarse aggregates, and large sections of the structure's brick walls have been painted. This structure's historic window openings are almost entirely infilled with concrete block, boarded up, or replaced with stacked awning windows. Only one historic door and window remain extant on the 3rd story, but the historic stone sills and arched brick lintels remain intact throughout this elevation. The secondary elevations feature large window openings with flat lintels and intact stone sills; most of the openings have been infilled with concrete block. The structure has been damaged by a fire.

The second structure extends back along Ryle Road. It is trapezoidal in form and consists of three long bays extending approximately north to south, each with its own double pitched and monitor roofs. The roof has collapsed, and the structure is in ruinous condition. The third structure, which extends out at an angle along the eastern side of the other two buildings, is in a ruinous state. It is two stories tall and its surviving windows feature twelve-over-twelve sash. The structure's northeast elevation is five bays wide and has a shallow parapet.

1 Ryle Road, c. 1960 (Non-contributing)
The 1-story, non-historic concrete building and metal shed operates as the Louise Fava Animal Shelter. It is non-contributing.

Conduit Gate House, 1906, 150-158 Maple Street (Contributing)

This 1-story brick building has a steeply-pitched hip roof with hexagonal slate shingles. The building features a polygonal annex on the building's southeast side, and the annex includes the building entrance. Two rows of glazed header brick courses form a semicircular arch over the door, and additional glazed and painted bricks form belt courses on both the annex and the primary structure. The building's windows are arched, and the northeast and southwest elevations each have two shed dormers.

The building was identified as a machine shop and meter testing site on a 1915 Sanborn map. It is currently located within the boundaries of Mary Ellen Kramer Park.

Remains of 1876 Steam and Boiler Plant, 1876, 150-158 Maple Street (Contributing)
This 1-story brick building is located in Mary Ellen Kramer Park. It has stone and glazed-brick belt courses, as well as additional glazed bricks that form diamond patterns on the northwest and southeast elevations. The cornice, which is below a wooden fascia, includes bricks laid in dogtooth and dentil courses. The building's primary entrance is located on the northeast elevation, with a modern sign above the door that reads "Great Falls Development Corporation" and another above the central paired windows that reads "Great Falls Park." A rolling garage door on the northwest elevation allows for equipment to be transported into and out of the building. This building was part of the Passaic Water Co. pumping station, which was linked to the company's reservoirs and facilities on the western side of the Passaic River.

Passaic Water Company Pump House, 1878, Maple Street and Wayne Avenue (Contributing)
Passaic Water Company's pump house is set into the slope below Maple Street, in what is now Mary Ellen Kramer Park. It is a brick structure with a central protruding section. On the right side of this section is a plaque reading "Passaic Water Company 1878 John Ryle President." This structure was part of the Passaic Water Co.'s pumping station, located adjacent to the remains of the 1876 Steam and Boiler Plant.

Libby's Hot Grill (now Libby's Lunch), c. 1954, 98 McBride Avenue (Non-contributing)
This 1-story building is located at the intersection of McBride and Wayne Avenues. Its entrance vestibule is on the southwest elevation, which faces a side parking lot, and the building envelope is almost entirely unornamented. The large window/door openings on the southeast elevation have been partially infilled.

Chamfers cut out at both corners of the northwest (McBride Avenue) elevation feature signs that read "Libby's Stands For Quality Food, Established 1936." An additional mounted sign at the northern end of this elevation reads "Libby's Lunch." The establishment began as Libby's Hot Grille in 1936 under the ownership of William Pappas, although the original building was destroyed by arson in 1953. The current building was constructed c. c. 1954, after that fire. It has remained in business at this location since that time.

Majka Railing Company, c.1930/c. 1960, 133 McBride Avenue (Contributing)
This 1-story brick building occupies a roughly L-shaped footprint, with the spine of the L set back from the street and the leg of the L extending toward McBridge Avenue. The spine comprises the oldest part of the building, and was constructed c. 1930; the leg of the building was constructed c. 1960.

The spine of the building features brick and concrete walls and large industrial metal-frame windows with hopper panes. The leg of the building includes two garages along the northwest elevation, facing McBride Avenue. The southern garage on that elevation features two vehicle entrances. It has four bays of large vehicle entrances. The northern garage also has four bays with large vehicle entrances. Eight glass-block windows above the doors in each garage allow light to enter the space.

There is also a 2.5-story residential structure within the complex. It features brick walls at the 1st story and wooden siding at the 2nd story and gable. The siding flares outward where it meets the brick walls.

135-137 McBride Avenue, c. 1950 (Non-contributing)
This resource includes several attached structures: two 1-story commercial/industrial structures and a 2-story mixed-use structure.

139-147 McBride Avenue, 1938 (Contributing)
This 1-story commercial structure currently houses a Dunkin Donuts. On its primary elevation, it features large commercial windows with stone spandrels on its primary elevation.

Caspers Silk Company Mill (Hudson Piece Dye Works), 1900-1915, 153-155 McBride Avenue (Contributing)
Caspers Silk Company was founded in the early 20th century. Its primary building is located on McBride Avenue immediately south of the former Reservoir Avenue. It is a 3-story brick building with a gable roof running northeast-southwest. There is a small rectangular lantern at the southern end of the roof. Shallow brick piers separate the window openings on each elevation. Most of the openings have been boarded up, although their stone sills and brick segmental arches remain intact. A projecting porch roof shields the loading dock on the southwest elevation, and a third-story loading door at the center of the northwest (McBride Avenue) elevation remains intact. There are several non-historic structures attached to the primary contributing building.

171-175 McBride Avenue, c. 1920 (Contributing)
This 2.5-story residential building is elevated a half-story above grade. The primary elevation is arranged in two bays at the 1st and 2nd stories. The 1st story includes the single-leaf pedestrian entrance; each of the remaining bays on this elevation features a bank of three 1/1 windows with stone sills. The gable features an additional window opening. The building features brick walls at the 1st and 2nd stories.

It may have been built in the early 1920s, when contractor Frank Malenzi and his wife owned the property and evidently lived at this address. It is definitely extant as of the 1951 Sanborn map.

177-181 McBride Avenue, c. 1921 (Contributing)
This 2-story brick structure is divided into two bays on its primary (northwest) elevation. Based on their shared material palette and similar architectural features, this building may have been associated historically with the residence at 183-185 McBride Avenue.

183-185 McBride Avenue, 1921 (Contributing)
This 2.5-story brick structure features a prominent 2-story porch on its primary (northwest) elevation and a bracketed cornice on its primary and secondary elevations.

9-11 Walker Street, c. 1950 (Non-contributing)
This 2.5-story, end-gabled residential building is non-historic. It is elevated above grade, with a half-story below-grade.

13-19 Walker Street, c. 1966 (Non-contributing)
This property includes two identical 2-story residential brick structures. Both buildings are non-historic. According to historic aerial photographs, they were constructed sometime between 1954 and 1966.

Stanley M. Levine Reservoir/ Stony Brook Reservoir, 1885, 135-153 Grand Street (Contributing)
The Levine Reservoir is located at a high elevation within Upper Raceway Park, on the eastern side of the Passaic River and upstream from the Great Falls. It measures approximately 1,100 feet in length (running north-south), and about 250 feet at its widest point. A non-historic brick pumping station (c. 1970) and a small storage building are located at the southwest corner of the reservoir. The reservoir and its supporting structures (including 155-167 Grand Street) feature a stone-faced retaining wall along Grand Street; the primary entrance is located at the intersection of Grand and Reservoir Streets. This reservoir was one of four that served the area; the other three, which were located in the Valley of the Rocks on the other side of the Passaic, are no longer extant. It is currently fully exposed and uncapped.

155-167 Grand Street, 1963 (Non-contributing)
This recreational structure is located adjacent to the Stanley Levine Reservoir and associated with the Lou Costello Pool. The pool and its pavilion structure opened in 1963.

101 Oliver Street, 1927 (Contributing)
This 2-story concrete-frame building is located at the intersection of Spruce Street and Oliver Street, and historically served as the gas meter repair shop for the Public Service Corporation of New Jersey. The first-story window openings are infilled with concrete block and smaller 1-over-1 sash windows, and the brick spandrels have been painted. The 2nd story's window openings and spandrels are intact and unpainted. The historic entrance is located on the building's southeast (Oliver Street) elevation, which is six bays wide. On the southwest elevation, which is divided into three bays, the northernmost bays has a secondary entrance. In the central bay of this elevation, a circular medallion is located above the 2nd story windows and inscribed with the words "Public Service. This plaque also appears on a building at the intersection of Curtis Place and College Boulevard. A large non-historic addition has been added to the northwest elevation of the historic building.

61 Spruce Street, c. 1987 (Non-contributing)
This Gulf gas station features two service buildings that are non-historic. According to historic aerial photographs, the building occupied the current footprint by 1987 (but was constructed at some point between 1979 and 1987).

Community Charter School of Paterson, c. 1880, 75 Spruce Street (Contributing)
This large two-story school is located on Spruce Street. The central portion of the building was historically used by the Rogers Locomotive Company as a storage facility. The historic fabric on this section of the building remains legible, including an end-gabled roofline; piers that articulate four bays at the 1st story; a cornice between the 1st and 2nd stories; and legible (but infilled) segmental brick arches at the 2nd story windows. Several large non-historic additions have been constructed on the building's southeast and northwest elevations. The building is finished with stucco.

Public Service Trolley Barn, c. 1903, 6 Market Street (Contributing)
The Public Service Trolley Barn extends a full block in length, beginning at Market Street and continuing along Jersey Street to Oliver Street/New Jersey Route 19. It is an end-gabled building with a windowless monitor roof. A prominent 3-story crenellated turret is located at the northeast corner of the building. It features a stone water table and a stone belt course at the 3rd story. Additional ornamentation on the turret includes large stone sills and lintels at the 1st and 2nd stories, brick corbelling above the 2nd story, and arched stone lintels at the 3rd story. Several of the windows on the main building's northeast elevation have been boarded up or infilled; those that remain are sash windows in several different configurations with transom windows above. The

southeast (Oliver Street) elevation features a stepped parapet wall. The southwest elevation is windowless and features a large non-historic addition.

49-53 Jersey Street/55 Jersey Street (American Textile Processing Corporation Building), c. 1945 (Non-contributing)
This large 1-story brick building is located at the corner of Jersey Street and Oliver Street/New Jersey Route 19. It abuts and shares a city block with several additional resources, including Murray Mill (76 Mill Street) and the Cooke Foundry (32-34 Mill Street/18-22 Market Street). It has garage doors on both its southwest and southeast elevations, with additional single-leaf doors on the southwest (Jersey Street) elevation. Several large window openings on both elevations are infilled with brick. The building historically functioned as a factory building for the American Textile Processing Corporation.

149 Oliver Street, c. 1870 (Contributing)
This 2-story, side-gabled residential building features a single-leaf pedestrian entrance and two 1/1 windows at the 1st story. At the 2nd story, the building features four 1/1 windows. A projecting eave extends the full width of the building between the 1st and 2nd stories. The building is finished with siding.

84-86 Mill Street, c. 1990 (Non-contributing)
It is unclear whether the current 2-story residential structure at 84-86 Mill Street corresponds with the historic building in this location (historically referred to as 151-153 Oliver Street). The addresses on historic Sanborn appear to align with this location, and indicate a 2-story masonry building at #153 and a 1-story wooden shed at #151. Whether or not historic fabric remains in this location, it has been obscured by non-historic material and a non-historic addition (c. 1990) at 84-86 Mill Street that is non-contributing.

76 Mill Street, c. 1929/c. 1952 (Non-contributing)
This group of 1-story buildings occupies a T-shaped parcel that fronts both Mill and Jersey Streets between Market Street and Oliver Street/NJ Route 19. It is located on the site of the Murray Mill, which was constructed in 1869; however, the current structures are almost entirely of 20th-century construction, as most of the historic Murray Mill building was destroyed in a 1929 fire. The surviving section of the building was sold by John Ryle's descendants to the American Textile Processing Company in 1944. The northern section of the building was built sometime between 1951 and 1953.

The northeast (Mill Street) elevation comprises more street frontage and two distinct sections. The southern section features two loading entrances, three pedestrian entrances, and several additional openings that have been infilled and painted. The northern section of this elevation spans ten irregular bays: four of which have large window openings infilled with glass block; one bay features a loading dock; and the remaining openings have been infilled. There are pedestrian entrances at each end of this elevation. On the southwest (Jersey Street), this building is sandwiched between a 1-story brick building (53-55 Jersey Street) and the Cooke Foundry (32-34 Mill Street/18-22 Market Street). It comprises three loading entrances with rolling garage doors, as well as three pedestrian entrances. The remaining window openings are infilled with brick.

Paterson Rescue Mission, 1895, 38-44 Mill Street (Contributing)
This 3.5-story brick building is located on the western side of Mill Street, south of the intersection with Market Street. The primary (west) elevation is symmetrically divided into seven bays, with a large entrance portal in the central bay at the ground level. The entrance has been infilled, but its corbelled-brick arch is still intact, and the door and transom openings are still legible. The metal cornice gives the date 1895, and a ghost sign below the 4th story windows is illegible. Several of the window openings throughout the building are covered with

plexiglass or infilled with concrete block. The windows that remain include historic and replacement 1-over-1 sash windows. On the building's northwest elevation, a corrugated-metal skybridge between the 2nd and 3rd stories links this building to the Cooke Foundry building immediately to its north (36 Mill Street).

Cooke Foundry, 1831-1832/1862, 32-34 Mill Street, 18-22 Market Street (Contributing)
This series of four adjacent brick buildings fronts Mill, Market, and Jersey Streets. A 2-story commercial building at the northeast corner of the parcel (at the intersection of Mill and Market Streets) has a corner entrance and storefront windows, with several distinct commercial units at the first floor. The brick walls and parapets are articulated with stepped stone pilasters.

Southwest of that commercial building, a 2-story side gabled industrial structure begins at Market Street and extends back along Jersey Street. Shallow brick piers separate its northwest (Market Street) elevation into sixteen bays, with window openings at the 1st and 2nd stories in most bays. At the 1st story, the segmental arched brick lintels have been infilled but are still legible. An infilled entrance occupies the northernmost bay on this elevation, and the southernmost bay features an extant but altered entrance door. This elevation also features a fire escape.

The third structure in this resource grouping comprises an end-gabled building at the corner of Market and Jersey Streets, at the northwest corner of the parcel. It features a dentil brick cornice. On the northwest elevation, it features two large vehicle entrances and one altered pedestrian entrance, with four window openings above. Metal plaques above the 1st story read "Danforth, Cooke & Co." and "A.D. 1862." The southwest (Jersey Street) elevation of this structure is divided into nine irregular bays, with windows at the 1st and 2nd stories. Some of the openings at the southern end of this elevation have been altered and/or infilled with brick.

The fourth structure in this resource grouping is a 2-story brick building on Jersey Street. Its only exposed elevation faces southwest, with fifteen bays that are articulated by brick piers. This structure has a low brick parapet over an ornamental brick cornice, which is mimicked by segmented brick dentil courses below the 2nd story windows. The windows at the 1st and 2nd stories feature stone sills and segmental brick lintels, but only the 2nd story retains the window sash. The openings at the 1st story have been altered and/or infilled with brick.

In 1915, Excello Shirt Company owned all of these buildings, except for the commercial structure at the corner of Mill and Market Streets. The industrial building in the middle of the Market Street block was leased to the Central Silk Finishing Company at this time.

Argus Mill (Essex Mill Storehouse), 1874 or 1876, 5-7 Mill Street (Contributing)
Argus Mill is located on the eastern side of Mill Street, with 3.5 stories above grade. It has a shallow end-gabled roof with a dogtooth brick cornice.

On the primary (southwest) elevation, the pedestrian entrance is on grade with the street, between the basement and the 1st story, and an adjacent loading entrance provides access to the 1st story. This loading door has an iron surround that includes a lintel spanning the full width of this elevation.

The northwest elevation is divided into 12 bays, with intact openings in all bays at the basement and the 1st, 2nd, and 3rd stories. A ghost sign reads "Argus Yarn Co," and square anchor plates are visible on both this elevation and the southeast elevation.

The northeast elevation features a full-height fire escape.

A prominent brick chimney and a non-historic glass elevator or stair tower are appended to the southeast elevation, behind a sculptural metal outline of a demolished building that occupies the space between the Argus Mill building and the Daniel Thompson and John Ryle Houses (8-9 Mill Street).

This building was constructed in 1874 or 1876 as a storehouse for the newly expanded Essex Mill, which produced mosquito netting for the R & H Adams. It was sold in 1899 and was known as the Gordon Mill until 1941, when it came under the ownership of the Argus Yarn Company.

New additions to the NHL district: Related Buildings Adjacent to Existing Boundaries (2020 update)

Pump House/E&H Laminating and Slitting, Annitti Enterprises, 1896, 138-152 Grand Street (Contributing)
This 1-story brick building faces Levine Reservoir and was previously owned by the Passaic Water Company. It is set on a slope along Grand Street, with the highest street grade at the structure's western end. A prominent smokestack is connected to the main building by a hyphen structure, and the roof of the main building features various ducts and exhaust pipes. The building's north elevation is divided into 12 bays by shallow brick piers. The window configuration on this elevation varies and includes some infilled openings. A vehicle entrance with a rolling garage door is located in the westernmost bay of this elevation. A non-historic addition is located behind the main building. The date is attributed to the *Cultural Resources Survey of the City of Paterson*, conducted in 1987 by Zakalak Associates.

235 Grand Street, c. 1870 (Contributing)
This 3-story mixed-use building is located at the northeast corner of Grand and Morris Streets. The primary elevation faces southeast and features a commercial storefront at the first floor and an infilled arched entrance at the northern end of this elevation. The 2nd and 3rd stories appear to be residential. A fire escape spans the 2nd and 3rd stories on this elevation. The rear (northwest) elevation includes porch additions at the 1st, 2nd, and 3rd stories. The building is faced with siding.

237-239 Grand Street, c. 1890 (Contributing)
This 4-story residential structure spans 237-239 Grand Street. It features non-historic siding, but its massing, fenestration and fire escape configuration, projecting (obscured) cornice are consistent with the district's period of significance as two single-family or multi-family residential structures to house mill workers or managers. A 1-story addition attached to the building's northeast elevation is non-historic.

241 Grand Street, c. 1987 (Non-contributing)
This 1-story masonry building features two entrances on the primary elevation. The roof is flat. This building does not contribute to the historic district. According to historic aerial photographs, the building was constructed between 1979 and 1987.

98-100 Spruce Street/247-249 Grand Street, c. 1925 (Contributing)
This 3-story brick building has a chamfer and corner entrance at the intersection of Grand and Spruce Streets. Bricks are laid to imitate quoins at the building's corners and at the edges of the corner entrance. A second entrance on the southeastern (Grand Street) elevation has a glass block transom and sidelights, and an oriel window is located on the 2nd and 3rd stories of the northeastern (Spruce Street) elevation. There is a multicourse belt between the 1st and 2nd stories, and a metal cornice below the roofline. Immediately below the metal cornice

is a staggered brick soldier course. The 2nd and 3rd stories' 1-over-1 sash have brick jack arches with stone keystones.

The building at 247 Grand Street is attached to the west elevation of 98-100 Spruce Street, and they share a tax parcel. The primary elevation of this 1-story brick building faces southeast and features large storefront window openings (now infilled) separated by brick piers. The elevation is partially obscured by an awning.

94-96 Spruce Street, c. 2012 (Non-contributing)
This 2-story structure may reuse portions of an earlier structure, but the current building was partially or completely constructed c. 2012. It is non-historic and noncontributing.

82, 84, 86-88, 90, 92 Spruce Street, c. 1850 (Contributing)
This block of 2- and 3-story residential structures have been altered (e.g. siding applied), but retain sufficient integrity to contribute to the historic district as historic housing for mill workers, owners, or lessees. Each building is side-gabled and arranged in three bays, with a primary entrance at the 1st story and 1/1 windows in the remaining bays at each story. There is a rear garage structure, located along Barbour Street, that is non-historic and non-contributing.

1-11 Morris Street, c. 1870 (southern sections) (Contributing)
This building comprises three sections, beginning at the corner of Barbour and Morris Streets and facing southwest, toward 8 Morris Street (the Industrial Warehouse and Storage Building). The northern and southern sections are 1-story structures, while the center section is a 2-story structure. The building has consistently served as stables and/or industrial warehouses/garages; the southern section in particular was used in the mid-20th century as a garage for the U.S. Post Office.

The 1-story northernmost section is the only stuccoed structure of the three sections and was constructed more recently than the other two sections, which feature brick exterior walls. A painted stripe motif links the structures on their primary (southwest) elevation.

The northern section includes a loading entrance and a pedestrian entrance at the 1st story. The 2-story center section comprises window openings at the 1st and 2nd stories, but only one window remains in place; the remaining openings are infilled or replaced with non-historic doors. A hoist beam is located above an infilled loading entrance at the 2nd story. The stepped parapet wall of this section features stone coping.

The 1-story southern section features a central vehicle entrance as well as a pedestrian entrance; the remaining two bays feature window openings that have been infilled.

97 Spruce Street, 2015-2016 (Non-contributing)
This 3-story residential building was constructed in 2015-2016 and does not contribute to the significance of the district.

95 Spruce Street, c. 1880 (Contributing)
The 3.5-story residential building abuts the sidewalk and features French Second Empire details, including a mansard roof above a bracketed cornice. The building is arranged in four bays at the 1st story, with two entrances and two 1/1 window openings. The 2nd and 3rd stories are arranged in three bays, with a 1/1 window in each bay at each story. The mansard roof features three formers with arched pediments.

93 Spruce Street, c. 1860 (Contributing)
This 3.5-story residential building on the eastern side of Spruce Street. It is a gable-roofed frame building is arranged in three bays at each story. At the 1st story, the southeast bay includes a single-leaf pedestrian entrance; all other bays at the 1st, 2nd, and 3rd stories feature 1/1 windows. Above the 3rd story, a half-story includes a small window opening in each bay. The building is faced with siding and set back slightly from the street.

87-89 Spruce Street/91 Spruce Street, c. 1975/c. 1987 (Non-contributing)
The primary structure is a 1-story brick garage/industrial building with a stepped parapet wall and decorative stone lions at the corners of the roofline. Its primary (southwest) elevation is dominated by a large vehicle entrance with a rolling metal door. The bricks below the top of this opening are orange, and those above are tan. There is a 6-light window to the left of the vehicle entrance, and a pedestrian door with a 1-over-1 sash window above. Both windows have brick sills laid in a rowlock course, and the sash window has a jack arch of bricks laid in a soldier course. There is a small 1-story concrete-block addition to the garage structure that was constructed c. 1987, according to historic newspapers.

Daniel Thompson and John Ryle Houses, 1830, 8-9 Mill Street (Contributing)
These two adjacent brick structures are located at the intersection of Mill and Ellison Streets. The 2.5-story Thompson House abuts the sidewalk and is located north of Ryle House. It is three bays wide, with its entrance in the northernmost bay and window openings in the other bays at the 1st and 2nd stories. The house has brackets beneath its roofline and gutter, and a 2-story rear ell that was added to the building shortly after its initial construction. The 2.5-story Ryle House is set back from the street. Historically, it had a 2-story brick ell, but that section is no longer extant.

The surrounding neighborhood, including the eastern side of Mill Street and the southern side of Van Houten (then Boudinot) Street, housed upper-middle class mill owners and lessees before becoming a center for the working-class immigrant community around the turn of the 20th century. This pair of houses was added to the National Register of Historic Places in 1981 as individually listed buildings.

Question Mark II Bar, c. 1820, 20 Van Houten Street (Contributing)
The Question Mark Bar is located at the corner of Van Houten and Cianci Streets. Its northern section is a 3-story side-gabled structure, with a simple cornice above the 1st story, a chamfered entrance at the northeast corner, and a bracketed cornice at the roofline of the primary (northwest) elevation. A large 2-story rear addition extends back along Cianci Street. The bar, historically known as Nag's Head Tavern, was established in 1822. In 1913, during the silk strike, the owner of the bar (Giovanni Greco) invited strikers and labor leaders to meet in his building.

Public Service Electric and Gas Company Building, between c. 1925, 33-35 Van Houten Street (Contributing)
This 2-story brick building is located at the intersection of Curtis Place and College Boulevard. It has an irregular footprint that follows the pattern of its bordering streets. Ornamental details include a stone water table, a bracketed stone door surround, and a stone and metal cornice. Most of the buildings openings are infilled—particularly on the south (College Boulevard) elevation. A circular medallion above the pedestrian entrance on the south elevation has the words "Public Service" inscribed around a triangle; this plaque also appears above a door on the southern (College Boulevard) elevation. According to Sanborn maps and historic aerial photographs, the building was constructed between 1915 and 1931.

Metric Shirt Company Building, c. 1910, 2 Broadway (Contributing)

This 4.5-story brick building is located at the southeast corner of the intersection of Broadway/Dr. Martin Luther King Way and Curtis Place. It has a gabled roof with a low pitch, and its primary elevation faces northwest. On that elevation, the central bay features loading entrances at the first through fourth stories. The other windows on the building are replacements set into larger window openings that have been partially infilled. According to Sanborn maps and historic newspapers, this building was constructed sometime between 1899 (Sanborn) and 1913 (newspaper articles confirming address).

Ryle Avenue Residential structures[52]
This row of brick and frame houses is located across the street from the former Addy Textile Mill and National Silk Dyeing Company Works, and near other mills that were active on the western side of the Passaic River. These homes date to the period of significance and may have been associated with the mills as housing for workers, owners, or lessees.

This row includes three attached brick houses between the intersection with Matlock Street and the bend in Ryle Avenue, a 2-story frame twin at the Ryle Avenue bend, and three freestanding frame houses closer toward West Broadway, including one that is a full three stories. The 19th-century architect Peter Banner designed three of the houses in this group.

25-27 Ryle Avenue, c. 1899 (Contributing)
The large 3-story residential building is located at the corner of Ryle Road and Ryle Avenue. According to historic Sanborn maps, it was constructed sometime between 1887 and 1899. The primary elevation is arranged in three bays, with the central bay projecting beyond the primary elevation and capped by a pedimented roofline. At the 1st story, the central bay features two single-leaf pedestrian entrances with transoms; each door corresponds with one of the addresses. At the 2nd story, the central bay features two 1/1 windows; the 3rd story of the central bay features four 1/1 windows. The outer bays feature two 1/1 windows in each bay at each of the three stories. The building is finished with siding.

35-39 Ryle Avenue, c. 1880 (Contributing)
This address features three similar and adjacent residential buildings, located at 35, 37, and 39 Ryle Avenue. Each of the three structures comprises a 2.5-story, side-gabled residential building that is elevated, with a half-story located below-grade. The primary elevation of 35 and 37 Ryle Avenue is arranged in four bays; 39 Ryle Avenue is arranged in three bays. The northernmost bay of each structure features the primary entrance at the 1st story. The remaining bays at the ground level and the 1st and 2nd stories feature 1/1 windows with flat stone lintels. The buildings are brick.

43-47 Ryle Avenue, c. 1885 (Contributing)
The 2-story residential building occupies an irregular footprint, accommodating a bend in Ryle Avenue. The building is arranged in six bays, and features a porch across the full extent of the 1st story. There are single-leaf pedestrian entrances in the easternmost and westernmost bays of the 1st story; the remaining bays feature 1/1 window openings. At the 2nd story, all six bays feature 1/1 window openings. The building is finished with siding.

49 Ryle Avenue, c. 1885 (Contributing)

[52] Dates for these structures are attributed to the *Cultural Resources Survey of the City of Paterson*, conducted in 1987 by Zakalak Associates.

The 3-story residential building is arranged in three bays on the primary elevation. At the 1st story, the primary entrance is located in the eastern bay; the remaining two bays feature window openings. At the 2nd and 3rd stories, the window openings in the eastern bay have been infilled; the two remaining bays at each story feature window openings with non-historic 6/6 windows. The building is finished with siding.

51 Ryle Avenue, c. 1885 (Contributing)
The 2-story residential building is arranged in three bays on the primary elevation. The primary entrance is located in the eastern bay at the 1st story, and is shield by a small porch roof. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building is finished with siding.

53-55 Ryle Avenue, c. 1885 (Contributing)
The 2-story residential building is arranged in three bays, and features a porch across the full extent of the 1st story. The 1st story features a single-leaf pedestrian entrance and two bays of 1/1 windows. The 2nd story features three bays of 1/1 windows. The building is finished with siding.

57 Ryle Avenue, c. 1880 (Contributing)
The 2-story residential building is arranged in three bays on the primary elevation. The 1st story features a single-leaf pedestrian entrance in the western bay, and a 1/1 window in each of the other two bays. The 2nd story features three bays of 1/1 windows. The building is finished with siding.

61 Ryle Avenue, c. 1887 (Contributing)
The 2-story residential building occupies an irregular footprint, extending northwest from the primary elevation on Ryle Avenue before bending approximately 45 degrees northeast. The primary elevation features a single-leaf entrance opening and two window openings at the 1st story. The 2nd story features a shallow projecting bay with three 1/1 windows. The building features brick walls.

Historic Sanborn maps show a masonry building in this location, with the same bend in the footprint, by 1887 at the latest. This suggests that at least some portion of the building dates to the late 19th century. However, that building featured a 1-story porch across the front of the structure, which was set back from Ryle Avenue; the current building begins at the sidewalk, and does not include a porch. The current footprint was in place as of the 1951 revised Sanborn map.

63 Ryle Avenue, c. 1880 (Contributing)
The 2-story residential building is arranged in two bays at the 1st story and three bays at the 2nd story. The 1st story features a recessed single-leaf entrance and a projecting bay. The 2nd story features three bays of 1/1 windows. The building is finished with siding.

502-522 Totowa Avenue, c. 1930, 502-522 Totowa Avenue (Contributing)
This 2-story brick industrial building features a front (northern) section that contributes to the historic district. It is relatively unornamented, but a hoist beam is located over two infilled loading entrances on the northwest elevation and coincides with the district's industrial use. The building features a 2-story rear section, set back from Totowa Avenue. The building was constructed sometime after 1915 (according to the Sanborn map) and before 1931 (according to aerial photographs). As of the 1951 republished Sanborn map, it was operated by Prima Donna Silk Mills.

490-500 Totowa Avenue, c. 1931/c. 1953 (Contributing)

This 1-story industrial structure is set back from Totowa Avenue, separated from the street by a lawn and parking area. The building occupies an L-shaped footprint; the "spine" and "leg" of the L were constructed at different times. Aerial photographs indicate that the "spine" section was constructed by 1931. The "leg" section of the building does not appear on the 1951 republished Sanborn map; it is in place as of 1953, according to aerial photographs. It was owned in the 1950s by Premier Woven Label Co., Inc.

The "leg" of the building extends toward Totowa Avenue, which represents the northwest elevation of the building. The northwest elevation of the "leg" features six large window openings with metal-frame windows, separated by brick piers and featuring brick spandrels and stone sills. The northwest elevation of the "spine" of the building features six additional window openings with metal-frame windows. The building features brick walls.

486-488 Totowa Avenue, c. 1953 (Non-contributing)
This 1-story brick garage is non-historic and includes a rear addition. The southwest elevation features three bays of garage openings on the primary massing, with one additional vehicle opening in the rear addition. The southwest elevation also includes a single-leaf pedestrian entrance. The northwest elevation (facing Totowa Avenue) and the northeast elevation do not have any openings. The building is not extant in the 1951 Sanborn map, but is present in a 1953 aerial photograph.

Miesch Silk Company Cloth Cutting Building/Miesch Silk Company Boiler House (now Totowa Works), c. 1909/c. 1920, 466-480 Totowa Avenue (Contributing)
This early 20th-century mill is a 4-story brick building with 200 feet of frontage along Totowa Avenue. It extends back along Kearney Street to form an L shape, with auxiliary buildings and a smokestack behind. The building's 12-over-12 sash windows are separated by shallow brick piers. The printing shop building was constructed c. 1909, and was eventually linked with the cloth cutting building when it was built—contribute to the significance of the historic district.

452-460 Totowa Avenue, c. 1905 (Contributing)
This industrial complex includes two adjacent structures that were built in different periods. At the northeast end of the complex, the primary 3.5-story brick structure is arranged in three bays, with three window openings in each bay at each story (with the exception of the primary entrance and flanking windows in the central bay at the 1st story). The bays are separated by brick piers, and the building features brick walls.

A 1-story building is attached to the 3.5-story structure. It features a central entrance on the Totowa Avenue elevation, with a double-leaf door set within an elaborate stone surround. The entrance is flanked by paired 1/1 windows. The walls are brick.

The building was historically known as the Mapele Mill (alternately referred to in some sources as Maple Mill). The primary building was constructed c. 1905.

Residential structures: **Wayne Avenue**
Located along Wayne Avenue and Front Street, these blocks represent single- and multi-family housing that generally date to the 19th and early-20th centuries and contribute to the historic district as associated housing for local laborers. A limited number of buildings within these blocks were constructed after the period of significance, and are non-contributing resources.

37 Wayne Avenue, c. 1890 (Contributing)

This 2-story residential building is located at the corner of Wayne Avenue and Maple Street, with the primary entrance on Wayne Avenue. The primary elevation is arranged in two bays: the southeast bay includes a projecting bay window at both the 1st and 2nd stories. The northwest bay features the primary entrance at the 1st story, shielded by a projecting porch with a flat roof. At the 2nd story, the northwest bay features a 1/1 window. The building is finished with siding.

38 Wayne Avenue, c. 2005 (Non-Contributing)
The 3-story, end-gabled residential building is identical to 40 Wayne Avenue. The primary entrance is located at the 2nd story, above a garage at the 1st story. The primary entrance includes a single-leaf pedestrian door and a projecting pedimented porch roof. The 2nd story also features a bank of three 8-light casement windows with a small projecting roof over the windows. The 3rd story features a bank of three 1/1 windows with a small projecting roof above.

39 Wayne Avenue, c. 1850 (Contributing)
The 2-story, side-gabled residential building is arranged in three bays on the primary elevation. The 1st story features a single-leaf pedestrian entrance in the southeast bay, and 1/1 windows in the two remaining bays. The 2nd story features a 1/1 window in each bay. The building is finished with siding.

40 Wayne Avenue, c. 2005 (Non-Contributing)
The 3-story, end-gabled residential building is identical to 38 Wayne Avenue. The primary entrance is located at the 2nd story, above a garage at the 1st story. The primary entrance includes a single-leaf pedestrian door and a projecting pedimented porch roof. The 2nd story also features a bank of three 8-light casement windows with a small projecting roof over the windows. The 3rd story features a bank of three 1/1 windows with a small projecting roof above.

41 Wayne Avenue, c. 1870 (Contributing)
The 2.5-story, end-gabled residential building is elevated, with the 1st story located a half-story above grade. The 1st story features the single-leaf primary entrance, accessed via a porch with a projecting flat roof, and a projecting bay window. The 2nd story features three 1/1 windows. A 1/1 window is located in the gable of the primary elevation. The building is finished with siding.

42 Wayne Avenue, c. 1880 (Contributing)
The 2.5-story residential building is elevated, with a half-story located below grade. The primary elevation is arranged in two bays, with the northwest bay projecting from the elevation at all stories. The southeast bay features the single-leaf primary entrance with a transom at the 1st story, and a 1/1 window at the 2nd story. The building is capped by a projecting cornice line that extends across the primary elevation and wraps around the projecting bay. The building features painted brick below the 1st story, and siding at the 1st and 2nd stories and on the cornice.

43 Wayne Avenue, c. 1850 (Contributing)
The 2.5-story, side-gabled residential building is arranged in three bays. The primary entrance is recessed in the northwest bay, which features a projecting awning. The remaining two bays at the 1st story feature 1/1 windows. At the 2nd story, each of the three bays features a 1/1 window. The primary elevation is capped by a projecting cornice supported by four brackets. The building is finished with siding.

44 Wayne Avenue, c. 1870 (Contributing)

The 2-story side-gabled residential building is arranged in two bays. The southeast bay features a projecting bay at the 1st and 2nd stories. The northwest bay features a single-leaf pedestrian entrance with a sidelight and a porch with a flat roof at the 1st story; at the 2nd story, the northwest bay features a 1/1 window. The building is finished with siding.

45 Wayne Avenue, c. 1850 (Contributing)
The 2.5-story, side-gabled residential building is arranged in three bays. The primary entrance is located in the southeast bay at the 1st story, accessed via a short flight of concrete steps. The two remaining bays at the 1st story feature 1/1 windows. At the 2nd story, each of the three bays features a 1/1 window. The building is finished with siding.

46 Wayne Avenue, c. 1890 (Contributing)
The 3-story residential building is arranged in two bays. At the 1st story, the northwest bay features a bank of three 1/1 windows, and the southeast bay features a single-leaf primary entrance. At the 2nd and 3rd stories, the northwest bay features a projecting bay with four 1/1 windows; the southeast bay at each story features a single 1/1 window. The building features a projecting cornice. The cornice and primary elevation are finished with siding.

47 Wayne Avenue, c. 1850 (Contributing)
The 2.5-story, side-gabled residential building is arranged in three bays. The primary entrance is located in the northwest bay, with a projecting awning over the single-leaf pedestrian door. Each of the remaining two bays features a 1/1 window. At the 2nd story, each of the three bays features a 1/1 window. The roof features a dormer with a pair of 1/1 windows. The building is finished with siding.

48 Wayne Avenue, c. 1870 (Contributing)
The 2.5-story, end-gabled residential building is elevated, with the 1st story located a half-story above grade. The primary elevation is arranged in two bays: the northwest bay includes a projecting bay window at the 1st and 2nd stories. The southeast bay at the 1st story features the single-leaf primary entrance, accessed via a porch with an awning. At the 2nd story, the southeast bay features a small 1/1 window. The gable features two 1/1 windows. All of the window openings on the primary elevation feature projecting awnings. The building is finished brick walls at ground level and siding beginning at the 1st story.

49 Wayne Avenue, c. 1890 (Contributing)
The 2-story residential building is arranged in two bays on the primary elevation. The southeast bay includes a projecting bay window at both the 1st and 2nd stories. The northwest bay features the primary entrance at the 1st story, shielded by a projecting porch with a flat roof. At the 2nd story, the northwest bay features a 1/1 window. The building is finished with siding.

50 Wayne Avenue, c. 1870 (Contributing)
The 2.5-story, side-gabled residential building features a projecting 2nd story on the primary elevation, which extends beyond the footprint of the 1st story. The 1st story features a single-leaf pedestrian entrance and a bay window. The projecting 2nd story features a bank of four 1/1 windows. The roofline includes a dormer with a pair of 1/1 windows. The building is finished with siding.

51 Wayne Avenue, c. 1915 (Non-Contributing)

This 1-story commercial building is located at the intersection of Wayne Avenue and Walnut Street. The primary entrance is located in the chamfered northwest corner of the building, and is flanked by large commercial windows. A large awning projects over the commercial storefront and wraps around the corner of the building. The building may date to the period of significance, but the extant building does not retain sufficient integrity to contribute to the historic district.

52 Wayne Avenue, c. 1950 **(**Non-Contributing)
The 2-story building is located at the intersection of Wayne Avenue and Walnut Street. It features three different single-leaf pedestrian entrances: one entrance is located on the Wayne Avenue elevation; a second entrance is located in the chamfered southwest corner of the building; and the third entrance is located on the Walnut Street elevation. Elsewhere on the Wayne Avenue elevation, the building features a slider window at each of the 1st and 2nd stories. The building features a flat roof and painted brick walls.

New additions to the NHL district (2020 update): South Dublin neighborhood[53]

307-309 Grand Street, c. 1940 (Contributing)
This 3-story brick building includes storefronts at the 1st story at 307 and 309 Grand Street, separated by a single-leaf pedestrian entrance to the apartments on the 2nd and 3rd stories. The 1/1 windows at the 2nd and 3rd stories feature stone sills and brick lintels with simple stone accents. The building features a brick cornice with square stone accents.

316-318 Grand Street, c. 1890 (Contributing)
This 3-story building occupies the southeast corner at the intersection of Grand and Mill Streets. The building features commercial storefronts at the 1st story on the Grand Street elevation, with apartments above. The 2nd and 3rd stories, as well as the building cornice, have been re-faced with vinyl siding, but the building's historic massing and staggered façade designs remain intact.

320 Grand Street, c. 1850 (Contributing)
3-story commercial/residential building, with a storefront and single-leaf pedestrian entrance at the 1st story. The 2nd and 3rd stories are arranged in three bays, with a 1/1 window in each bay on each story. The upper floors of the building feature vinyl siding.

322 Grand Street, c. 1890 (Contributing)
The 3-story building is arranged in 2 bays: the 1st story features a commercial storefront in each bay, separated by a single-leaf pedestrian entrance to the upper floors. The 2nd story features a bay window in each bay of the building. There are no windows at the 3rd story. The 1st story features a stone façade, while the upper floors have been re-surfaced with stucco.

323 Grand Street, c. 1890 (Contributing)
The 3-story brick building is arranged in 3 bays: the 1st story features commercial storefronts in the outer bays, separated by a single-leaf pedestrian entrance in the central bay. At the 2nd and 3rd stories, the outer bays feature

[53] The boundaries and dates for the South Dublin resources were identified in 2015 by Patrick Harshbarger and presented in the *Intensive Level Architectural Survey of the South Dublin Neighborhood* (Hunter Research, Inc., 2015). Fieldwork was conducted in 2020 for this NHL nomination, to confirm the buildings' current status and prepare new architectural descriptions. Evaluations of contributing/non-contributing status were established based on 2020 fieldwork and Harshbarger's historic research.

projecting bays of 1/1 windows; vinyl siding extends from 2nd story to the cornice line in each of these bays, linking these windows in each bay. In the central bay, a 1/1 window is placed at the 2nd and 3rd stories; the 2nd story window features an elaborate stone fan-shaped lintel; the 3rd story window features a simpler flat stone lintel. The primary elevation is capped by a projecting metal cornice with brackets.

324 Grand Street, c. 1890 (Contributing)
This 3-story building features a commercial storefront and two single-leaf pedestrian entrances at the 1st story. The 2nd and 3rd stories are arranged in 2 bays at each floor, with a bank of non-historic windows in each bay.

325-327 Grand Street, c. 1920 (Contributing)
Although this 2-story building features two separate storefronts at the 1st story, it is unified by the composition of the 2nd story and cornice, which feature brick walls and terra cotta accents. The 2nd story is arranged in three bays, with two projecting bay windows separated by a pair of 1/1 windows in the central bay of the building. The projecting bay windows feature decorative metal panels. A terra cotta belt course spans the full width of the building above the 2nd story; the projecting cornice includes a second terra cotta belt course and a brick parapet with terra cotta coping.

326-328 Grand Street, c. 1850 (Contributing)
The 3-story building spans 326-328 Grand Street, with two commercial storefronts and a single-leaf pedestrian entrance at the 1st story. On the 2nd and 3rd floors, the building comprises 4 bays, with a 1/1 window in each bay at each story. The building has been finished with non-historic siding, which unifies the Grand Street elevation.

329 Grand Street, c. 1850 (Contributing)
The 3-story building features a commercial storefront and a single-leaf pedestrian entrance at the 1st story, and three bays of 1/1 windows at the 2nd and 3rd stories. The upper floors and the building's cornice have been finished with non-historic siding.

330 Grand Street, c. 1840/c. 1860 (Contributing)
The 3-story building features a commercial storefront and single-leaf pedestrian entrance at the 1st story. The 2nd story features three bays of 1/1 windows; the 3rd story features smaller windows (side-by-side panes). The building retains its historic cornice with wood brackets and dentils.

331 Grand Street, c. 1885 (Contributing)
The 3-story building is arranged in four bays. At the 1st story, eastern half of the building features a commercial storefront with a display window and single-leaf pedestrian entrance. The western half of the building features a single-leaf pedestrian entrance and a bank of three 1/1 windows. The 2nd and 3rd stories feature a 1/1 window in each bay. The upper stories and cornice of the building have been finished with non-historic siding.

332 Grand Street, c. 1970 (Non-contributing)
This 1-story utilitarian building features one single-leaf pedestrian entrance in a recessed opening on the Grand Street elevation. There are no other openings on this elevation.

333 Grand Street, c. 1840 (Contributing)
The 3-story building occupies the corner of Grand and Marshall Streets. It features commercial use at the 1st story and residential use at the 2nd and 3rd stories. The entrance to the storefront is located on the Grand Street elevation. The 2nd and 3rd stories feature 1/1 windows: the 3rd story windows are under-sized on the Grand

Street elevation, but the gable-end on the Marshall Street elevation allows for full-scale windows at the 3rd story on that elevation.

336 Grand Street, c. 1840 (Contributing)
The 2-story commercial/residential building anchors the corner of Grand and Marshall Streets. The 1st story hosts a commercial storefront, with a single-leaf entrance to the storefront on the Marshall Street elevation. The 2nd story features 1/1 windows on the Marshall and Grand Street elevations. The 2nd story and the cornice have been finished with non-historic siding.

339-341 Grand Street, c. 1990 (Non-contributing)
This large public safety building occupies the northeast corner of Marshall and Grand Streets, with an angled entrance facing that intersection. It is not historic and does not contribute to the historic district.

342-344 Grand Street, c. 1975 (Non-contributing)
This 1-story utilitarian building features concrete block walls with few openings. It is not historic and does not contribute to the historic district.

349 Grand Street, c. 1980 (Non-contributing)
The parcel is primarily an empty lot, with a limited number of non-historic sheds at the rear of the parcel. The property is not historic and does not contribute to the historic district.

351 Grand Street, c. 1890 (Contributing)
The 3-story building features a commercial storefront and single-leaf pedestrian entrance at the 1st story. At the 2nd and 3rd stories, the historic brick façade remains intact: each story is arranged into three bays, articulated by brick piers that extend from the 2nd story windows through the 3rd story windows, culminating in arched brick openings over the 3rd story windows.

352-354 Grand Street, c. 1870 (Contributing)
The two addresses comprise one unified 3-story brick building: commercial storefronts occupy the 1st story, while the 2nd and 3rd stories are arranged in 6 bays, with a 1/1 window in each bay at each story. The 2nd and 3rd story windows feature bracketed stone sills and arched stone lintels; the trim at the 2nd story is larger in scale than the trim on the 3rd floor windows. A bracketed cornice extends the full width of the building, spanning all 6 bays.

356 Grand Street, c. 1885 (Contributing)
The 3-story building features a partially-infilled commercial storefront at the 1st story, along with a single-leaf pedestrian entrance to the upper floors. The 2nd and 3rd stories retain their historic 4-bay configuration, with a 1/1 window in each bay. A bracketed metal cornice caps the building, with a pedimented section at the center of the building, spanning two bays.

358 Grand Street, c. 1925 (Contributing)
The 3-story brick building features a commercial storefront and a single-leaf pedestrian entrance at the 1st story. The 2nd and 3rd stories are arranged in 3 bays, with a 1/1 window in each bay at each story. The window openings are articulated with soldier-bond brick, with stone sills. The parapet wall above the 3rd story features a bracketed stone belt course and a stepped parapet.

366-368 Main Street, c. 1870 (Contributing)

The 3-story brick building at 366-368 Main Street is consistent with the design and features of 370, 372, 374, and 376 Main Street; the row shares one continuous bracketed metal cornice. It features two commercial storefronts and a single-leaf pedestrian entrance at the 1st story. The 2nd and 3rd stories are arranged in four bays, with a 1/1 window in each bay at each story. (The other buildings in this row are all arranged with three bays.) The windows on the upper stories feature projecting arched lintels.

370 Main Street, c. 1870 (Contributing)
The 3-story brick building is consistent with the design and features of 366-368, 372, 374, and 376 Main Street; the row shares one continuous bracketed metal cornice. It features a commercial storefront and a single-leaf pedestrian entrance at the 1st story. The 2nd and 3rd stories are arranged in three bays, with a 1/1 window in each bay at each story. The windows on the upper stories feature projecting arched lintels.

372 Main Street, c. 1870 (Contributing)
The 3-story brick building is consistent with the design and features of 366-368, 370, 374, and 376 Main Street; the row shares one continuous bracketed metal cornice. It features a commercial storefront and a single-leaf pedestrian entrance at the 1st story. The 2nd and 3rd stories are arranged in three bays, with a 1/1 window in each bay at each story. The windows on the upper stories feature projecting arched lintels.

374 Main Street, c. 1870 (Contributing)
The 3-story brick building is consistent with the design and features of 366-368, 370, 372, and 376 Main Street; the row shares one continuous bracketed metal cornice. It features a commercial storefront and a single-leaf pedestrian entrance at the 1st story. The 2nd and 3rd stories are arranged in three bays, with a 1/1 window in each bay at each story. The windows on the upper stories feature projecting arched lintels.

376 Main Street, c. 1870 (Contributing)
The 3-story brick building is consistent with the design and features of 366-368, 370, 372, and 374 Main Street; the row shares one continuous bracketed metal cornice. It features a commercial storefront and a single-leaf pedestrian entrance at the 1st story. The 2nd and 3rd stories are arranged in three bays, with a 1/1 window in each bay at each story. The windows on the upper stories feature projecting arched lintels.

378 Main Street, c. 1870 (Contributing)
The 2-story brick building occupies the northwest corner of Main and Grand Streets, with storefront entrances on both elevations and a corner entrance at the southeast corner of the building. On the northeast elevation, facing Main Street, the building features a single-leaf pedestrian entrance and a window opening at the 1st story; at the 2nd story, a pair of 1/1 windows are the only openings. On the southeast elevation, facing Grand Street, the building features two commercial storefronts, a single-leaf pedestrian entrance, and a second pedestrian opening with a roll-down metal screen. At the 2nd story on this elevation, six 1/1 windows are asymmetrically arranged. The building is capped with a stepped parapet wall.

382-384 Main Street, c. 1925 (Contributing)
The 4-story brick building occupies the southwest corner of Main and Grand Streets, with a chamfered corner facing the intersection. At the 1st story, the building hosts two commercial storefronts, including one storefront accessed via a single-leaf pedestrian door on the building's chamfered corner; the second storefront is located on the northeast elevation, opening onto Main Street. On the upper floors, the northwest elevation is arranged in 5 bays, with 1/1 windows in solo and paired configurations at each story. The one-bay chamfered corner of the building features a 1/1 window at the 2nd, 3rd, and 4th stories. On the northeast elevation, the upper stories are arranged in 4 bays, with 1/1 windows in solo and paired configurations at each story. A stone belt course wraps

around the building's northeast and northwest elevations, separating the 3rd and 4th stories. The building is capped by a bracketed metal cornice.

385 Main Street, c. 1870 (Contributing)
The 2-story side-gable building features a commercial storefront at the 1st story, with a large plate-glass window and a single-leaf pedestrian entrance on the southwest elevation, facing Main Street. At the 2nd story, the southwest elevation features three bays of 1/1 windows. The building has been finished with non-historic siding.

386 Main Street, c. 1885 (Contributing)
The 3-story building features a commercial storefront and single-leaf pedestrian entrance at the 1st story, and three bays of 1/1 windows at the 2nd and 3rd stories. The building has been re-surfaced with stucco.

387 Main Street, c. 1870 (Contributing)
The 3.5-story painted-brick building is part of a row with 389-391 Main Street; the attached buildings share a continuous bracketed metal cornice. 387 Main Street includes a below-grade entrance at the ground level. A flight of steps at the east end of the building extend from the sidewalk to the primary entrance. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows, which generally include stone sills and lintels.

388 Main Street, c. 1890 (Contributing)
The 2-story building features two commercial storefronts at the 1st story, and 4 bays of 1/1 windows at the 2nd story. The building has been re-surfaced with stucco.

389-391 Main Street, c. 1870 (Contributing)
The 3.5-story painted-brick building is part of a row with 387 Main Street; the attached buildings share a continuous bracketed metal cornice. 389-391 Main Street spans six bays (doubling the configuration of 387 Main Street). There are entrances in the 3rd and 6th bays, with the primary entrance at the 1st story and a second entrance below-grade in each bay. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows with stone sills.

390-392 Main Street, c. 1950 (Non-contributing)
The 1-story building features a commercial storefront with a recessed single-leaf entrance. The storefront includes large plate-glass windows and stone walls, with a parapet wall above.

394 Main Street, c. 1910 (Contributing)
The 3-story brick building features a commercial storefront and a single-leaf pedestrian entrance at the 1st story. A stone belt course separates the 1st and 2nd stories. The 2nd and 3rd stories are arranged in 3 bays, with 1/1 windows in each bay at each story. The windows feature stone lintels with large stone keystones. The building is capped by a bracketed metal cornice.

399 Main Street, c. 1900 (Contributing)
The 3-story red-brick building features a commercial storefront and a single-leaf pedestrian entrance at the 1st story. The 2nd and 3rd stories are arranged in two bays, with a pair of 1/1 windows in each bay at each story. The 2nd-story windows feature contrasting yellow-brick surrounds, stone sills, flat lintels, and stone keystones. The 3rd-story windows feature contrasting yellow-brick surrounds, stone sills, arched lintels, and stone keystones. The building is capped with a simple stone cornice.

401 Main Street, c. 1870 (Contributing)
The 2-story side-gable building features a commercial storefront and a single-leaf pedestrian entrance at the 1st story, and three bays of 1/1 windows at the 2nd story. The building has been finished with non-historic siding.

402 Main Street, c. 1890 (Contributing)
The 3-story building features a commercial storefront and two single-leaf pedestrian entrances at the 1st story, and 3 bays of 1/1 windows at the 2nd and 3rd stories. The 2nd story windows feature arched-brick surrounds, while the 3rd story windows feature flat stone lintels and stone sills. The building is capped by a projecting metal cornice.

404-408 Main Street, c. 1970 (Non-contributing)
The 1-story utilitarian building includes a storefront entrance and a vehicle entrance on the primary elevation. The concrete-block building features a stepped parapet wall.

405 Main Street, c. 1870 (Contributing)
The 2-story side-gable building features a commercial storefront and a single-leaf pedestrian entrance at the 1st story, and three bays of 1/1 windows at the 2nd story. The building has been finished with non-historic siding.

407 Main Street, c. 1880 (Contributing)
The 3-story brick building features a commercial storefront and a single-leaf pedestrian entrance at the 1st story, and three bays of 1/1 windows at the 2nd and 3rd stories. The windows feature stone sills and flat stone lintels. The building is capped by a projecting cornice with a bracketed configuration, although the cornice materials have been finished with non-historic siding.

409 Main Street, c. 1870 (Contributing)
The 3-story building features a commercial storefront and a single-leaf pedestrian entrance at the 1st story, and three bays of 1/1 windows at the 2nd and 3rd stories. The windows feature stone sills. The building is capped by a projecting cornice with a bracketed configuration, although the cornice materials have been finished with non-historic siding.

410-412 Main Street, c. 1885 (Contributing)
The 3-story building has a consistent massing and cornice line for the full width of the structure, but the materials and design of the building are distinguished between the 410 section and the 412 section. The 410 section features a commercial storefront and a single-leaf pedestrian entrance at the 1st story, and two bays of 1/1 windows. This section of the building has been stuccoed. The 412 section is significantly deteriorated or damaged; it features a boarded-up commercial storefront and two single-leaf pedestrian entrances at the 1st story, and four bays of 1/1 windows at the 2nd and 3rd stories. This section of the building features sections of non-historic paneling, but the panels are missing in large areas, exposing the clapboard materials behind. The building's cornice is bracketed, but portions of the cornice have been finished with non-historic siding.

414 Main Street, 1926 (Contributing)
The 3-story yellow-brick building features a commercial storefront and a single-leaf pedestrian entrance at the 1st story. At the 2nd story, a large opening has been infilled with five 1/1 windows and plywood. At the 3rd story, the building features three blind openings with arched stone lintels within the blind openings. The building features a tall parapet wall above the 3rd story, with a date-stone inscribed with "1926" set in the central peak of the parapet.

416 Main Street, c. 1870 (Contributing)
The 3-story building features a commercial storefront and a single-leaf pedestrian entrance at the 1st story. The 2nd and 3rd stories are arranged in three bays, with a 1/1 window in each bay at each story. The windows feature stone surrounds, stone sills, and stone keystones. The building is capped by a bracketed cornice; the primary elevation has been stuccoed.

418 Main Street, c. 1870 (Contributing)
The 3-story building features a single-leaf pedestrian entrance at the 1st story. The 2nd and 3rd stories are arranged in three bays, with a 1/1 window in each bay at each story. The building is capped by a large, projecting cornice with an arched central section supported by brackets.

419 Main Street, c. 1870 (Contributing)
The 2.5-story building features a cross-gabled roofline and is set back on the lot, with a porch at the 1st story that extends to the sidewalk. The 1st story on the primary elevation features a single-leaf pedestrian entrance and a 1/1 window with a transom. The 2nd story features three bays of 1/1 windows, and at the 3rd story, a single 1/1 window is set within the gable.

420-422 Main Street, c. 1870 (Contributing)
The 3-story building occupies the northwest corner of Main and Slater Streets. On the primary elevation, facing Main Street, the 1st story features three commercial storefronts and a single-leaf pedestrian entrance. The 2nd and 3rd stories on this elevation are arranged in four bays, with a 1/1 window in each bay at each story. The building has been stuccoed on the upper stories.

421 Main Street, c. 1870 (Contributing)
The 4-story building occupies the northeast corner of Main and Slater Streets. The primary (southwest) elevation faces Main Street and features a commercial storefront and a single-leaf pedestrian entrance. The 2nd, 3rd, and 4th stories on this elevation are arranged in three bays, with a 1/1 window in each bay at each story. The 1st story features brick walls, and the upper stories feature vinyl siding.

428 Main Street, c. 1880 (Contributing)
The 2-story building occupies the southwest corner of Main and Slater Streets. It is part of a row with 430 and 432-434 Main Street; the row features a consistent material palette, massing, design, and cornice line. 428 Main Street features a commercial storefront at the 1st story, with the entrance facing Main Street. At the 2nd story, the Main Street and Slater Street elevations feature three bays of 1/1 windows. The building features stucco walls.

429-433 Main Street, c. 1865 (Contributing)

430 Main Street, c. 1880 (Contributing)
The 2-story building is part of a row with 428 and 432-434 Main Street; the row features a consistent material palette, massing, design, and cornice line. The primary elevation is arranged in two bays. There are no openings at the 1st story; the 2nd story features a 1/1 window in each of the two bays. The building features stucco walls.

432-434 Main Street, c. 1870 (Contributing)
The 2-story building is part of a row with 428 and 430 Main Street; the row features a consistent material palette, massing, design, and cornice line. 432-434 Main Street features two commercial storefronts at the 1st story, and four bays of 1/1 windows at the 2nd story. The building features stucco walls.

435-439 Main Street, 1904 (Contributing)

436 Main Street, c. 1910 (Contributing)
The 3-story red-brick building features a commercial storefront and a single-leaf pedestrian entrance at the 1st story. The 2nd and 3rd stories are arranged in three bays, with a 1/1 window in each bay at each story. The windows feature stone sills and flat stone lintels.

438 Main Street, c. 1880 (Contributing)
The 3-story building features a commercial storefront and a single-leaf pedestrian entrance at the 1st story. The 2nd and 3rd stories are arranged in four bays, with a 1/1 window in each bay at each story. The building retains its projecting cornice and accents, but the primary elevation and the cornice have been covered with vinyl siding.

440-442 Main Street, c. 1910 (Contributing)
The 3-story red-brick building is arranged in three bays. At the 1st story, the building features a commercial storefront and three single-leaf pedestrian entrances. On the upper stories of the primary elevation, each bay is vertically unified, with a 2-story stone surround (and stone keystone) that frames the 2nd and 3rd stories in each bay. Within these stone surrounds, each bay features three 1/1 windows at each story; the walls within the surrounds have been covered with vinyl siding. The building retains its historic bracketed cornice.

441-447 Main Street, c. 1960 (Non-contributing)

444-454 Main Street, 1899 (Contributing)

8-10 Marshall Street, c. 1960 (Non-contributing)
The 1-story utilitarian concrete building features a single-leaf pedestrian entrance at the center of the primary (northeast) elevation; there are no other openings on this elevation. The building features a flat roofline but a projecting, shingled eave extends the width of the building on the primary elevation.

14 Marshall Street, c. 1925 (Contributing)
The 3-story brick building is arranged in three bays; the central bay is narrower than the outer bays. At the 1st story, a single-leaf pedestrian entrance is located in the central bay. The southeastern bay features a bank of three 1/1 windows with a brick sill; the northwestern bay features a vehicle entrance. At the 2nd and 3rd stories, the central bay features a single 1/1 window at each story. The southeastern and northwestern bays feature a bank of three 1/1 windows at each story. The windows on the 2nd and 3rd stories feature stone sills and flat brick lintels. The building is capped with a stepped parapet wall.

22-24 Marshall Street, c. 1890 (front)/c. 1840-50 (rear)/ (Contributing)
The building at the front of the lot is 3 stories and arranged in two bays on the primary (northeast) elevation. At the 1st story, a single-leaf pedestrian entrance is located at the center of the primary elevation. It is flanked by two 1/1 windows on each side. At the 2nd and 3rd stories, each bay features a bank of three windows; they are primarily 1/1 configurations. This building features a flat roofline. It has been finished with non-historic siding.

The building at the rear of the lot is 2 stories tall and end-gabled, with a chimney at the center of the ridge line. Most of the northeast elevation on this building has been covered with plywood.

26-28 Marshall Street, c. 1925 (Contributing)

The 3-story building features a commercial storefront at the northwest end of the 1st story. A vehicle entrance is recessed at the center of the primary elevation, and a single-leaf pedestrian entrance is located at the southeast end of the building. The 2nd story features seven 6/6 windows that are asymmetrically arranged; the 3rd story features three large infilled openings, with five 6/6 windows set within the former openings. The 3rd story retains its red-brick façade; the 1st and 2nd stories have been resurfaced with stucco.

30 Marshall Street, c. 1850 (Contributing)
The 3-story building is arranged in three bays. At the 1st story, the southeastern bay features a single-leaf pedestrian entrance; the other two bays on this story feature 1/1 windows. At the 2nd and 3rd stories, each of the three bays features a 1/1 window with wood trim. The building retains its projecting cornice, but the cornice and the façade have been finished with non-historic siding.

32 Marshall Street, c. 1840 (Contributing)
The 2-story end-gabled building is arranged in three bays. At the 1st story, two single-leaf pedestrian entrances are located at the southeast end of the building; the other two bays at this story feature a 1/1 window. At the 2nd story, each bay features a 1/1 window. The building has been finished with non-historic siding.

34 Marshall Street, c. 1850 (Contributing)
The 3-story building is arranged in three bays. At the 1st story, the southeast bay features a single-leaf pedestrian entrance. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows. The building has been finished with non-historic siding.

49 Marshall Street, c. 1890 (Contributing)
The 3.5-story building features a primary entrance at the 1st story, articulated with an entrance portico with flanking pilasters and a flat dentiled entablature. A secondary entrance is located below-grade on the primary (northeast) elevation. The building is arranged in three bays; other than the primary entrance in the northwest bay at the 1st story, the remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows. The building retains its projecting cornice and accents, but the cornice and the upper stories have been re-surfaced with siding. The 1st story and the below-grade ground level have been re-surfaced with stone veneer.

50 Marshall Street, c. 1870 (Contributing)
The 2-story building is arranged in three bays. A single-leaf pedestrian entrance is located in the northwest bay on the primary (northeast) elevation. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building has been finished with non-historic siding.

51 Marshall Street, c. 1860 (Contributing)
The 3-story side-gabled building is arranged in three bays at the 1st story and four bays at the 2nd and 3rd stories. At the 1st story, the northwest bay features a single-leaf pedestrian entrance; each of the other two bays features a pair of 1/1 windows. At the 2nd and 3rd stories, each bay features a 1/1 window with wood trim. The building is stuccoed.

52 Marshall Street, c. 1860 (Contributing)
The 2-story side-gabled building is arranged in three bays on the primary (northeast) elevation. A single-leaf pedestrian entrance is located in the southeast bay on the primary elevation. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building has been finished with non-historic siding.

53-57 Marshall Street, c. 1930 (Contributing)

54-56 Marshall Street, c. 1840 (Contributing)
The 3-story side-gabled building is arranged in six bays on the primary (northeast) elevation. The southeast and northwest bays feature single-leaf pedestrian entrances at the 1st story. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows. A tall chimney is located at the center of the building's ridge line. The building has been finished with non-historic siding and stone veneer.

63 Marshall Street, c. 1850 (Contributing)
The 3-story side-gabled building is arranged in three bays. The 1st story features a single-leaf pedestrian entrance and two 1/1 windows. At the 2nd and 3rd stories, each bay features a 1/1 window. The building retains its projecting cornice, supported by brackets (although the cornice itself has been resurfaced with vinyl siding). The 1st story features a stone veneer finish, while the 2nd and 3rd stories have been finished with non-historic siding.

64 Marshall Street, c. 1890 (Contributing)
The 3-story side-gabled building is arranged in three bays on the primary (northeast) elevation. The primary entrance is located in the southeast bay on the primary elevation. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows. The building has been finished with non-historic siding.

65 Marshall Street, c. 1910 (Contributing)
The 3-story brick building is arranged in three bays on the primary (southwest) elevation. The 1st story features a single-leaf pedestrian entrance, a pair of 1/1 windows, and a passageway through the full depth of the building. At the 2nd and 3rd stories, each bay features a 1/1 window with a stone sill and jack arch brick lintels. The building retains its elaborate cornice, featuring dentils and brackets.

66 Marshall Street, c. 1840 (Contributing)
The 2-story side-gabled building is detached from 68 Marshall Street but shares the same design and massing as its neighbor. The building is arranged in three bays, with the primary elevation located in the southeast bay at the 1st story. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building has been finished with non-historic siding.

67 Marshall Street, c. 1840 (Contributing)
The 2-story side-gabled building is similar in design and massing to its neighbor, 69 Marshall Street. It is arranged in three bays. It features a single-leaf pedestrian entrance and a bank of three windows at the 1st story. The 2nd story features three bays of 1/1 windows. The building has been finished with non-historic siding.

68 Marshall Street, c. 1840 (Contributing)
The 2-story side-gabled building is detached from 66 Marshall Street but shares the same design and massing as its neighbor. The building is arranged in three bays, with the primary elevation located in the southeast bay at the 1st story. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building features stucco walls.

69 Marshall Street, c. 1840 (Contributing)
The 2-story side-gabled building is similar in design and massing to its neighbor, 67 Marshall Street. It is arranged in three bays. It features a single-leaf pedestrian entrance and two bays of 1/1 windows at the 1st story. The 2nd story features three bays of 1/1 windows. The building has been finished with non-historic siding.

70 Marshall Street, c. 1890 (Contributing)
The 2-story side-gabled building features non-historic window and door openings on the primary (northeast) elevation. The 1st story features a vehicle opening, a bank of three windows, and a single-leaf pedestrian entrance. The 2nd story features a pair of single-pane windows and a bank of four single-pane windows. The building has been finished with non-historic siding.

71 Marshall Street, c. 1910 (Contributing)
The 3.5-story building is elevated above grade, with two small window openings at ground level. The 1st story is arranged in two bays and features a single-leaf pedestrian entrance with sidelight, and a bank of three windows. The 2nd and 3rd stories are arranged in three bays, and feature a 1/1 window in each bay at each story. The building has been resurfaced with brick veneer at the 1st story and ground level, and vinyl siding at the 2nd and 3rd stories.

72 Marshall Street, c. 1890 (Contributing)
The 3-story side-gabled building is arranged in three bays. The 1st story projects slightly on the southwest elevation; this extended bay features a vehicle opening. The central bay at the 1st story features a bank of three windows; the primary entrance is located in the northwest bay at the 1st story. At the 2nd and 3rd stories, each of the three bays features a 1/1 window. The building has been finished with non-historic siding.

73 Marshall Street, c. 1870 (Contributing)
The 2-story side-gabled building is similar in design and massing to the buildings at 67, 69, and 73 Marshall Street. It is arranged in three bays. It features a single-leaf pedestrian entrance and two bays of 1/1 windows at the 1st story. The 2nd story features three bays of 1/1 windows. The building has been finished with non-historic siding.

74 Marshall Street, c. 1840 (Contributing)
The 2-story side-gabled building is arranged in three bays. A single-leaf pedestrian entrance is located in the southeast bay at the 1st story; the remaining bays at the 1st and 2nd stories feature 1/1 windows. The building has been finished with non-historic siding.

75 Marshall Street, c. 1850 (Contributing)
The 3-story building is arranged in two asymmetrical bays. The 1st story features a single-leaf pedestrian entrance and a bank of three 1/1 windows; it is separated from the 2nd story by a shallow eave. At the 2nd and 3rd stories, the northwest bay features a single 1/1 window at each story; the southeast bay features a bank of three 1/1 windows at each story. The 1st story features brick walls; the upper stories feature siding. The building retains its projecting cornice line, although the cornice itself has been finished with non-historic siding.

76 Marshall Street, c. 1870 (Contributing)
The 3-story side-gabled building is arranged in three bays. A single-leaf pedestrian entrance with a transom is located in the southeast bay at the 1st story; the remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows. The building has been finished with non-historic siding.

77 Marshall Street, c. 1840 (Contributing)
The 2-story side-gabled building is similar in design and massing to the buildings at 67, 69, and 73 Marshall Street. It is arranged in three bays. It features a single-leaf pedestrian entrance and two bays of 1/1 windows at the 1st story. The 2nd story features three bays of 1/1 windows. The building has been finished with non-historic siding.

78 Marshall Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged in three bays. A single-leaf pedestrian entrance is located in the southeast bay at the 1st story; the remaining bays at the 1st and 2nd stories feature 1/1 windows. The building has been finished with non-historic siding.

80 Marshall Street, c. 1900 (Contributing)
The 2-story side-gabled building is arranged in two bays. The southwest bay features a single-leaf pedestrian entrance and a small porch at the 1st story; the 2nd story also features a small porch, accessed via a 1/1 window. A two-story, three-sided bay projects from the building in the northwest half of the primary elevation; the bay features three 1/1 windows at each story.

81 Marshall Street, c. 1860 (Contributing)
The 2-story side-gabled building features two separate single-leaf pedestrian entrances, as well as two 1/1 windows at the 1st story. The 1st and 2nd stories are separated by a slightly projecting eave. The 2nd story features 6/1 windows in each of the three bays.

82 Marshall Street, c. 1870 (Contributing)
The 3-story building occupies the northwest corner at the intersection of Marshall and Slater Streets, with the primary (northeast) elevation opening onto Marshall Street. The 1st story features a commercial storefront and a single-leaf pedestrian entrance. The 2nd and 3rd stories are arranged in three bays, with a 1/1 window in each bay at each story. The building's cornice line projects from the northeast and southeast elevations. The 1st story is finished with stucco and stone veneer. The upper stories are finished with vinyl siding.

83 Marshall Street, c. 1850 (Contributing)
The 3-story building occupies the northeast corner of Marshall and Slater Streets, with a chamfered corner at the 1st story, facing the intersection. The 1st story features a commercial storefront, accessed via a single-leaf entrance with sidelights in the chamfered corner. At the upper stories, the southwest elevation (facing Marshall Street) features three bays at each floor, with a 1/1 window in each bay. The gabled southeast elevation (facing Slater Street) features two bays at each floor, with a 1/1 window in each bay.

84 Marshall Street, c. 1850 (Contributing)
The 2.5-story building occupies the southwest corner of Marshall and Slater Streets, with a chamfered corner at the 1st story, facing the intersection. The 1st story features a single-leaf pedestrian entrance in the chamfered corner; a second single-leaf pedestrian entrance and a 6/6 window are located on the northeast elevation. Two asymmetrical window openings are located on the northwest elevation at the 1st story. The 1st story is separated from the upper stores by a projecting eave. On the northeast elevation, the 2nd and 3rd stories are arranged in three bays, with a window opening in each bay at each story; the size of the openings vary. On the northwest elevation, the 2nd story features two 1/1 windows. Also on this elevation, the 3rd story features two 1/1 windows within the gabled roofline. The building is finished with vinyl siding.

85-87 Marshall Street, c. 1950 (Non-contributing)
The 1-story building is located at the southeast corner of Marshall and Slater Streets; it is set back from the intersection, with driveway/parking areas separating the building from the adjacent sidewalks. The building occupies an irregular footprint, including a chamfered corner facing the intersection. The primary elevation (in staggered sections, according to the building facets) features a large display window and a single-leaf pedestrian

entrance. The northeast elevation, facing Slater Street, features three vehicle openings. The building is finished with stucco.

86 Marshall Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged in three bays. A single-leaf pedestrian entrance is located in the southeast bay on the primary elevation. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building is finished with vinyl siding.

88 Marshall Street, c. 1870 (Contributing)
The 2-story side-gabled building is asymmetrically arranged on the primary (northeast) elevation. The 1st story features two single-leaf pedestrian entrances, shielded by an awning, as well as two 1/1 windows. The 2nd story features two 1/1 windows. The building is finished with vinyl siding.

89 Marshall Street, c. 1930 (Contributing)
The 1-story utilitarian building is associated with the auto garage at 85-87 Marshall Street. It is set back on the lot, with a deep driveway/parking area separating the building from the sidewalk. The flat-roofed building features a single vehicle opening with a roll-down door. The façade is painted.

90 Marshall Street, c. 1840 (front)/c. 1870 (rear) (Contributing)
The front section of the building is 3 stories tall, and is arranged in three bays. The primary entrance is located in the southeast bay at the 1st story. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The 3rd story features smaller slider windows. The building has been finished with non-historic siding.

91 Marshall Street, c. 1880 (Contributing)
The 3-story building is arranged in three bays. The 1st story features a recessed single-leaf pedestrian entrance and two bays of 1/1 windows. The 2nd and 3rd stories feature a 1/1 window in each of the three bays at each story. The building is capped by a projecting bracketed cornice.

92 Marshall Street, c. 1840 (Contributing)
The 2.5-story building is arranged in three bays at the 1st and 2nd stories. The primary entrance is located in the southeast bay at the 1st story, and includes a single-leaf pedestrian entrance with a transom. The remaining bays at the 1st and 2nd stories feature 1/1 windows. There are two dormers with 1/1 windows. The building has been finished with non-historic siding.

93-95 Marshall Street, c. 1860 (Contributing)
The 2-story building is constructed in two adjacent sections: the section at #93 is set back from the street and arranged in three bays; the section at #95 extends to the sidewalk and is arranged in two bays. #93 features the primary entrance, articulated with stone pilasters and a stone entablature; the remaining bays at the 1st and 2nd stories on this section feature 1/1 windows with stone sills and flat lintels. In the #95 section, all four bays at the 1st and 2nd stories (combined) feature 1/1 windows with stone sills and flat lintels. The building is constructed with painted brick walls.

94-96 Marshall Street, c. 1890 (#94)/c. 1870 (#96) (Contributing)
The 3-story building at #94 is arranged in two bays. The primary entrance is located in the southeast bay at the 1st story, and includes a single-leaf pedestrian entrance and a projecting portico. The 1st story also features a 1/1 window and a vehicle entrance. Above the primary entrance, the northeast bay features a 1/1 window at the 2nd and 3rd stories. The building's northwest bay projects at the 2nd and 3rd stories, with a rounded footprint and

three 1/1 windows at each story. The building retains its projecting cornice line, although the cornice itself and the upper stories have been finished with non-historic siding.

The 2-story side-gabled building at #96 is arranged in five bays at the 1st story and four bays at the 2nd story; the two stories are separated by a projecting eave that extends the width of the building. A single-leaf pedestrian entrance is located at the center of the 1st story; the four remaining bays feature windows of various sizes and sash configurations. At the 2nd story, each bay features a window opening; although the window sizes and sash configurations vary. The 2nd story is finished with vinyl siding.

98 Marshall Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged in three bays. The primary entrance is located in the southeast bay at the 1st story, and features a single-leaf pedestrian entrance. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building is finished with vinyl siding.

100 Marshall Street, c. 1860 (Contributing)
The 2-story side-gabled building is arranged in three bays. The primary entrance is located in the southeast bay at the 1st story, and features a single-leaf pedestrian entrance. Each of the remaining bays at the 1st and 2nd stories features a hung window, of various sizes and sash configurations.

102 Marshall Street, c. 1860 (Contributing)
The 2-story side-gabled building features the same design and massing as 104 Marshall Street. The primary elevation is arranged in three bays. A single-leaf pedestrian entrance is located in the northwest bay at the 1st story; the remaining bays at the 1st and 2nd stories feature 1/1 windows with wood trim.

104 Marshall Street, c. 1860 (Contributing)
The 2-story side-gabled building features the same design and massing as 102 Marshall Street. The primary elevation is arranged in three bays. A single-leaf pedestrian entrance is located in the northwest bay at the 1st story; the remaining bays at the 1st and 2nd stories feature 1/1 windows with wood trim.

106 Marshall Street, c. 1860 (Contributing)
The 2-story side-gabled building is arranged in three bays. The 1st story features a single-leaf pedestrian entrance with a transom, as well as a 1/1 window in the other two bays at this story. The 2nd story features a 1/1 window in each of the three bays. The building is finished with vinyl siding.

108 Marshall Street, c. 1860 (front)/c. 1880 (rear) (Contributing)
The 2-story side-gabled building is arranged in three bays. The 1st story features a single-leaf pedestrian entrance in the northwest bay; the remaining two bays at the 1st story feature 1/1 windows. At the 2nd story, the northwest bay (above the primary entrance) does not include an opening; the other two bays feature 1/1 windows. The building is finished with vinyl siding.

109 Marshall Street, c. 1870 (Contributing)
The 1-story building is arranged in three bays. It features a recessed entrance in the southeast bay at the 1st story, with a single-leaf pedestrian door within the alcove. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The 1st story is finished with stone veneer; the 2nd story is finished with non-historic siding.

110 Marshall Street, c. 1860 (Contributing)

The 2-story side-gabled building is arranged in three bays. The 1st story features a single-leaf pedestrian entrance with a transom. The remaining bays at the 1st and 2nd story feature 1/1 windows. The building retains its historic cornice line, supported by paired brackets. The cornice and the primary elevation are finished with non-historic siding.

111 Marshall Street, c. 1860 (Contributing)
The 2-story building is set back on the lot, with an empty brick patio separating it from the sidewalk. The building is arranged in three bays. The 1st story features a single-leaf pedestrian entrance; the remaining bays at the 1st and 2nd stories feature 1/1 windows. The building is finished with non-historic siding.

112 Marshall Street, c. 1860 (Contributing)
The 2.5-story side-gabled building is arranged in four bays. The building includes a below-grade level, based on the slope of the site. The primary entrance, accessed by a flight of steps, is located at the 1st story int eh northwest bay. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building is finished with non-historic siding.

113 Marshall Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged in three bays. The 1st story features a pedestrian entrance and two window openings, although all three openings at the 1st story have been boarded up with plywood. The 2nd story features three bays of 1/1 windows. The building is finished with non-historic siding.

114 Marshall Street, c. 1870 (Contributing)
The 2.5-story side-gabled building is arranged in three bays. The building includes a below-grade level, based on the slope of the site. The primary entrance, accessed by a flight of steps, is located in the northwest bay on the primary elevation, and is articulated by a projecting portico supported by brackets. The remaining bays at the 1st and 2nd story feature 1/1 windows with stone sills and surrounds. The primary elevation is stuccoed.

116 Marshall Street, c. 1870 (front)/c. 1880 (rear) (Contributing)
The 2-story side-gabled building is arranged in three bays. The 1st story features a single-leaf pedestrian entrance with a transom and wood trim. The remaining bays at the 1st and 2nd story feature a 1/1 window with wood trim. The building is finished with non-historic siding.

117 Marshall Street, c. 1870 (Contributing)
The 2-story side-gabled building is elevated a half-level above grade. The 1st story features a single-leaf pedestrian entrance, accessed by a flight of steps, in the southeast bay. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building is predominantly finished with non-historic siding; the below-grade level is finished with painted stucco.

119 Marshall Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged in three bays. The 1st story features a slightly-recessed single-leaf pedestrian entrance in the southeast bay. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building is finished with non-historic siding.

120 Marshall Street, c. 1870 (Contributing)
The 2.5-story side-gabled building is arranged in three bays. The building includes a below-grade level, with an elevated 1st story. The primary entrance, accessed by a flight of steps, is located in the southeast bay; it features a double-leaf pedestrian entrance with a transom and wood trim. The remaining bays at the 1st and 2nd stories

feature 1/1 windows with wood trim and flanking shutters. The building is capped by a bracketed cornice. The building is finished with vinyl siding at the 1st and 2nd stories; the at-grade section features stucco finish.

121 Marshall Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged in three bays. The 1st story features a single-leaf pedestrian entrance in the southeast bay. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building is finished with non-historic siding.

122 Marshall Street, c. 1870 (Contributing)
The 2-story building is asymmetrically arranged at the 1st story, which includes two separate single-leaf pedestrian entrances and two banks of paired 1/1 windows. The 1st and 2nd stories are separated by an eave that projects from the façade. The 2nd story features three bays of 1/1 windows. The building is capped by a projecting cornice, although the cornice and the primary elevation have been finished with non-historic siding.

124 Marshall Street, c. 1870 (Contributing)
The 3-story building is arranged in three bays. The 1st story features a single-leaf pedestrian entrance and two bays of 1/1 windows. The 2nd and 3rd stories feature a 1/1 window in each bay, although the size of the window openings vary. All of the window openings on the primary elevation are finished with wood trim.

136-148 Marshall Street, c. 1940 (Contributing)

95 Mill Street, c. 1890 (Contributing)
The 3-story brick building is arranged in three bays. The 1st story features a single-leaf pedestrian entrance with a stone lintel above. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows with stone sills and flat lintels. The building is capped with a projecting bracketed cornice.

99 Mill Street, c. 1840 (Contributing)
The 3-story building is arranged in three bays. The 1st story is asymmetrically arranged with a single-leaf pedestrian door and two 1/1 windows. The 2nd and 3rd stories feature four bays of 1/1 windows. A fire escape links the upper stories in the two central bays. The building features a projecting bracketed cornice. It is finished with non-historic siding.

101 Mill Street, c. 1850 (Contributing)
The 3-story brick building is arranged with three asymmetrical bays. The 1st story features a single-leaf pedestrian entrance, a pair of 1/1 windows with a flat stone sill and lintel, and a vehicle entrance to a passageway through the building. The 2nd and 3rd stories feature five 1/1 windows at each story, arranged in varying configuration of single and paired openings. The windows on the upper stories feature stone sills and stone accents at the upper corners of the openings.

102 Mill Street, c. 1870 (Contributing)
The 3-story brick building is arranged with three bays. The 1st story features a single-leaf pedestrian entrance with a corbeled-brick arched lintel. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows with stone sills and corbeled-brick arched lintels. The building is capped with a projecting cornice with paired wood brackets.

103 Mill Street, c. 1830 (Contributing)

The 3-story building is arranged with three asymmetrical bays. The 1st story features a single-leaf pedestrian entrance and two 1/1 windows. The 2nd and 3rd stories feature three bays of 1/1 windows at each story. The building is finished with stucco.

104 Mill Street, c. 1860 (Contributing)
The 3-story side-gabled building is arranged with three bays. The 1st story features two single-leaf pedestrian entrances. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows. The building is finished with non-historic siding.

107 Mill Street, c. 1860/c. 1890 (Contributing)
The 3-story building is arranged with three bays, although the 1st story deviates in arrangement and material. The 1st story features a single-leaf pedestrian entrance and a pair of 1/1 windows. The 1st and 2nd stories are separated by a projecting eave that extends the width of the building. The 2nd story features three bays of 1/1 windows; the 3rd story features smaller openings with sliding windows. The 1st story is finished with stucco, while the upper stories are finished with non-historic siding.

109 Mill Street, c. 1830 (Contributing)
The 2-story end-gable building is arranged with two bays. The 1st story features an offset single-leaf pedestrian entrance and two bays of 1/1 windows. The 2nd story features two bays of 1/1 windows. The building is finished with non-historic siding.

111 Mill Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged with two bays at the 1st story and three bays at the 2nd story. The 1st story features a single-leaf pedestrian entrance and one 1/1 window; the 2nd story features three bays of 1/1 windows. The building is finished with non-historic siding.

112 Mill Street, c. 2012 (Non-contributing)
The 3-story end-gabled building is asymmetrically arranged. The 1st story features a single-leaf pedestrian entrance and a vehicle entrance. The 2nd story features a fixed-pane window with an arched transom. A three-sided projecting bay extends from the 2nd story to the 3rd story, with a peaked cornice line that is distinct from the building's primary roofline. At both the 2nd and 3rd stories, each side of this bay includes windows. Window sash configurations vary between single-pane and 6/6. The building is finished with non-historic siding.

113 Mill Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged with three bays; it is attached to 115 Mill Street. The 1st story features a central single-leaf pedestrian entrance, flanked by a pair of 1/1 windows and a single 1/1 window. The 2nd story features three symmetrical bays of 1/1 windows with wood trim. The 1st story is finished with non-historic stucco; the façade at the 2nd story is brick.

114 Mill Street, c. 1870 (Contributing)
The 3-story building is arranged with three bays. The 1st story features a single-leaf pedestrian entrance. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows. The building is finished with non-historic siding.

115 Mill Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged with three bays at the 1st story and two bays at the 2nd story; it is attached to 113 Mill Street. The 1st story features a single-leaf pedestrian entrance and two 1/1 windows. The

2nd story features two bays of 1/1 windows. The 1st story is finished with non-historic stucco; the façade at the 2nd story is brick.

116 Mill Street, c. 1885 (Contributing)
The 3-story building is arranged in four bays. The 1st story features a double-leaf pedestrian entrance, two bays of 1/1 windows, and a passageway that extends through the full depth of the building. The 2nd and 3rd stories each feature four bays of 1/1 windows. The building is finished with non-historic siding.

117 Mill Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged with three bays. The 1st story features a single-leaf pedestrian entrance and two bays of 1/1 windows. The 2nd story features three bays of 1/1 windows. The 1st story is finished with stucco, and the 2nd story is finished with non-historic siding.

120 Mill Street, c. 1870 (Contributing)
The 2-story end-gabled building is used as a church. The 1st story features a double-leaf pedestrian entrance with flanking windows; both the entrance and the flanking windows are set within arched openings. A second, single-leaf pedestrian entrance is located at the 1st story on the primary elevation. The 2nd story features three bays of 1/1 windows. A vertical sign with the church's name projects from the building. The primary elevation is capped with a dentilled cornice, and a cupola is located at the roofline. The building is finished with stucco.

121 Mill Street, c. 1890 (Contributing)
The 3-story building is arranged with two asymmetrical bays. The 1st story features a single-leaf pedestrian entrance in the southeast bay; the northwest bay features a pair of 1/1 windows. The 2nd and 3rd stories echo this same asymmetry: the southeast bay at each floor features a single 1/1 window, while the northwest bay at each floor features a pair of 1/1 windows. The building retains its projecting cornice with corner brackets, although the cornice and the building walls have been finished with non-historic siding.

122 Mill Street, c. 1870 (Contributing)
The 2.5-story building features a cross-gabled roofline, with a prominent dormer on the primary elevation. The 1st story features a single-leaf pedestrian entrance that is accented with a shallow pediment; a bank of three windows is located southeast of the entrance at the 1st story. At the 2nd story, the building includes three bays of 1/1 windows. The dormer features a pair of 1/1 windows. The building is finished with non-historic siding.

124 Mill Street, c. 1860 (Contributing)
The 2-story side-gabled building is arranged in three bays, although the 1st story's two single-leaf pedestrian entrances and two 1/1 window openings are asymmetrically placed. The 2nd story features three bays of 1/1 windows with stone sills. The building is finished with non-historic siding.

125-129 Mill Street, c. 1960 (Non-contributing)
The 1-story commercial building occupies the northeast corner of Mill and Grand Streets, with commercial storefronts opening onto both streets. The storefronts are screened by rolldown metal doors, and the building is wrapped with an awning.

138-140 Mill Street, c. 1950 (Non-contributing)
The 1-story building is part of a gas station at the southwest corner of Mill and Grand Streets. The building occupies an irregular roughly L-shaped footprint. It hosts a vehicle repair shop (accessible via the northeast elevation, facing Mill Street) and a commercial storefront.

141 Mill Street, c. 1840 (Contributing)
The 2-story building features two separate single-leaf entrances at the 1st story, as well as two separate 1/1 windows. The 1st and 2nd stories are separated by a projecting eave that extends the full width of the building. The 2nd story features three bays of 1/1 windows. The building is finished with non-historic siding.

142 Mill Street, c. 1890 (front)/c. 1860 (rear) (Contributing)
The 4-story building is arranged with three bays. The 1st story features a single-leaf pedestrian entrance with a transom and wood trim. The remaining bays at the 1st, 2nd, 3rd, and 4th stories feature 1/1 windows. The building is finished with non-historic siding.

143 Mill Street, c. 1900 (Contributing)
The 3-story building is symmetrically arranged with five bays. At the 1st story, a recessed primary entrance occupies the central bay. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows. The primary elevation is finished with a non-historic veneer.

144 Mill Street, c. 1890 (front)/c. 1840 (rear) (Contributing)
The 3-story building is asymmetrically arranged, with a large three-sided bay that projects from the northwest half of the façade, capped by a distinct cornice line. The 1st story features a double-leaf pedestrian entrance in the southeast half of the façade; single 1/1 windows are located at the 2nd and 3rd stories above the entrance. The bay features windows on each side of the bay; the window configurations vary between single and paired 1/1 windows. The building is capped with a projecting cornice and finished non-historic siding.

145 Mill Street, c. 1840 (Contributing)
The 2-story building features a single-leaf pedestrian door and a vehicle opening at the 1st story, as well as two 1/1 windows. The 2nd story features three bays of 1/1 windows. The building is finished with siding.

146 Mill Street, c. 1840 (Contributing)
The 2.5-story side-gabled building features a below-grade level and an elevated 1st story. The 1st story features a single-leaf pedestrian entrance, accessed by a flight of steps, and two bays of 1/1 windows. The 2nd story features three bays of 1/1 windows. The 1st and 2nd stories are finished with non-historic siding; the below-grade level is finished with painted stucco.

147 Mill Street, c. 1840 (Contributing)
The 2-story side-gabled building is set back from the sidewalk and arranged with three bays. The 1st story features a single-leaf pedestrian door with a pedimented portico overhang. The remaining bays at the 1st and 2nd stories feature a 1/1 window. The building is finished with non-historic siding.

148 Mill Street, c. 1840 (Contributing)
The 3-story side-gabled building is arranged with three bays. The 1st story features a single-leaf pedestrian entrance. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows. A projecting eave above the 1st story extends the full width of the primary elevation. The 1st story is finished with stucco, while the upper stories are finished with non-historic siding.

149 Mill Street, c. 1880 (Contributing)

The 3-story building is arranged with three bays. The 1st story features a recessed primary entrance with a single-leaf pedestrian door with wood trim. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows. The building retains its projecting bracketed cornice.

150 Mill Street, c. 1840 (Contributing)
The 2.5-story building features a below-grade level and an elevated 1st story. The primary elevation is arranged with three bays, and the primary entrance is located at the 1st story and shielded by a small porch. The entrance includes a single-leaf pedestrian entrance with sidelights and a transom. The remaining bays at the 1st and 2nd stories feature 1/1 windows with wood trim. The below-grade level features one 1/1 window. The 1st and 2nd story walls are red brick; the below-grade level is finished with painted stucco.

151 Mill Street, c. 1870 (Contributing)
The 3-story building is arranged with four bays. The 1st story includes a single-leaf pedestrian entrance, a vehicle opening, and two bays of 1/1 windows. At the 2nd and 3rd stories, the four bays feature a 1/1 window in each bay. The building retains its projecting cornice line; the cornice itself and the façade at the upper stories are finished with non-historic siding. The 1st story is finished with brick veneer.

152 Mill Street, c. 1840 (Contributing)
The 3-story side-gabled building is arranged with three bays. The 1st story features a single-leaf pedestrian entrance. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows. The building is finished with non-historic veneer.

153 Mill Street, c. 1840 (Contributing)
The 2-story side-gabled building is arranged with three bays. The primary entrance is slightly recessed, and comprises a single-leaf pedestrian door at the 1st story. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building is finished with non-historic siding.

154 Mill Street, c. 1860 (Contributing)
The 2-story side-gabled building is arranged with three bays. The 1st story features a pair of single-leaf pedestrian entrances; the remaining bays at the 1st and 2nd stories feature 1/1 windows. The brick walls have been painted.

155-157 Mill Street, c. 1885 (Contributing)
The two adjacent buildings at 155-157 Mill Street is arranged with sex bays in total. At the 1st story, the outermost bays feature single-leaf entrances with sidelights. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows. The building is capped with a bracketed cornice; the cornice and the primary elevation are finished with non-historic siding.

156 Mill Street, c. 1860 (Contributing)
The 2.5-story side-gabled building features a below-grade level and an elevated 1st story, accessed via a flight of steps. The façade is arranged with three bays. The 1st story features a single-leaf pedestrian entrance with sidelights, a transom, and wood trim and entablature. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The below grade level features two shuttered window openings. The building retains its projecting cornice line, although the cornice and the primary elevation are finished with non-historic siding.

158 Mill Street, c. 1860 (Contributing)

The 2.5-story side-gabled building features a below-grade level and an elevated 1st story, accessed via a flight of steps. The façade is arranged with three bays. The 1st story features a double-leaf pedestrian entrance. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The below-grade level features two shuttered window openings, and a single-leaf pedestrian entrance is set within the flight of steps to the front door. The 1st and 2nd stories are finished with non-historic siding.

159 Mill Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged with three bays. At the 1st story, the bay with the primary entrance is shielded by a projecting porch roof, which screens the single-leaf pedestrian door and transom. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building is finished with non-historic siding.

160 Mill Street, c. 1860 (Contributing)
The 2.5-story side-gabled building features a below-grade level and an elevated 1st story, accessed via a flight of steps. The façade is arranged with three bays. The 1st story features a recessed entryway with a single-leaf pedestrian door. The remaining bays at the 1st and 2nd stories feature 1/1 windows with wood trim. The below-grade level features two shuttered window openings. The building is capped with a cornice with paired wood brackets.

161 Mill Street, c. 1840 (Contributing)
The 2-story side-gabled building is arranged with three bays. The 1st story features a recessed entryway with a single-leaf pedestrian door, and two bays of 1/1 windows. The 2nd story features three bays of 1/1 windows. The building is finished with non-historic siding.

162 Mill Street, c. 1870 (Contributing)
The 3-story side-gabled building is arranged with three bays, although the 1st story is asymmetrical. The 1st story features two separate single-leaf pedestrian entrances and two pairs of 1/1 windows. The 2nd and 3rd stories each feature three bays of 1/1 windows. The building is finished with non-historic siding.

163 Mill Street, c. 1840 (Contributing)
The 2-story side-gabled building is arranged with three bays, and the primary façade is framed by 2-story fluted pilasters. The 1st story features a single-leaf pedestrian door, shielded by a hipped-roof overhang, and two bays of 1/1 windows with stone surrounds and sills. The 2nd story features three symmetrical bays of 1/1 windows with stone surrounds and sills. The building is stuccoed.

164 Mill Street, c. 1850 (Contributing)
The 3-story building is arranged in two bays. The 1st story projects slightly beyond the façade of the upper stories; it includes a recessed single-leaf pedestrian entrance, a second single-leaf pedestrian entrance, and two small window openings. The 2nd and 3rd stories each feature two bays of 1/1 windows. The building is finished at the 1st story with painted stucco, and at the upper stories with siding.

165 Mill Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged with two bays: the southeast half of the building features the primary entrance at the 1st story and a 1/1 window at the 2nd story above. The northwest bay of the building features a 2-story projecting bay, with a 1/1 window in each facet of the bay at the 1st and 2nd stories. The primary entrance is a single-leaf pedestrian door with a projecting pediment, supported by scrolled brackets. The building is finished with non-historic siding.

166 Mill Street, c. 1890 (Contributing)
The end-gabled, 4-story building is arranged with three bays. The 1st story features a single-leaf pedestrian entrance and a large window opening that has been partially infilled and includes three non-historic windows within the larger opening. The 2nd and 3rd stories each feature three bays of 1/1 windows. The 4th story is arranged with three bays, like the lower stories, but only two of the three bays include 1/1 windows. The 1st and 2nd stories are finished with a stone veneer; the 3rd and 4th stories are finished with non-historic shingles.

167 Mill Street, c. 1840 (Contributing)
The 2-story side-gabled building is arranged with three bays. The 1st story features a recessed entrance with a single-leaf pedestrian door and two bays of 1/1 windows. At the 2nd story, the outer bays feature 1/1 windows; the central bay does not include an opening. The building is finished with non-historic siding.

168 Mill Street, c. 1860 (Contributing)
The 3-story side-gabled building is arranged with three bays. It includes a below-grade level and an elevated 1st story. The 1st story features a single-leaf pedestrian entrance with a small pedimented porch. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The 3rd story features two small asymmetrically-placed windows. The building is finished with non-historic siding.

169 Mill Street, c. 1870 (Contributing)
The 2-story end-gabled building features a projecting addition on the primary elevation at the 1st story; this shed addition includes the primary entrance, flanked by single-pane windows. The primary section of the building is arranged with three bays, with 1/1 windows in each of the remaining bays at the 1st and 2nd stories.

170 Mill Street, c. 1860 (Contributing)
The 2.5-story side-gabled building features a below-grade level and an elevated 1st story, accessed via a flight of steps that leads to a porch that extends across two of the building's three bays. The 1st story features a single-leaf pedestrian entrance. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The below-grade level features an under-sized entrance beneath the porch, and a 1/1 window in the main façade of the building. The building is finished with non-historic siding.

171 Mill Street, c. 1840 (Contributing)
The 2.5-story side-gabled building is arranged with three bays. The 1st story features a single-leaf pedestrian entrance, shielded by a pediment, and two 1/1 windows. The 2nd story features three bays of 1/1 windows. The half-story just below the roofline features three bays of small slider windows. The building is finished with non-historic siding.

172 Mill Street, c. 1890 (Contributing)
The 3-story building is arranged with three bays. The 1st story features a single-leaf pedestrian entrance and two bays of 1/1 windows. On the upper stories, a 2-story bay projects from the façade and includes three 1/1 windows at both the 2nd and 3rd stories. An additional 1/1 window is located at each of the upper stories. The bay and the building feature distinct cornice lines. The building is finished with non-historic siding.

173-175 Mill Street, c. 1885 (Contributing)
The 3-story building occupies northeast corner of Mill and Slater Streets. It is constructed in two sections: the #175 section features a commercial storefront with a chamfered corner entrance facing the intersection. At the 2nd and 3rd stories, the primary elevation of #175 is arranged with three bays, with a 1/1 in each bay. The building's cornice projects on the Mill Street and Slater Street elevations.

The #173 section is arranged in four bays. It includes a single-leaf pedestrian entrance and a 1/1 window at the 1st story, and four bays of 1/1 windows at the 2nd and 3rd stories. As with the #175 section, the cornice line projects beyond the façade. Both sections of the building are finished with non-historic siding.

176 Mill Street, c. 1840 (Contributing)
The 2-story side-gabled building is arranged with three bays. The 1st story features a recessed entryway with a single-leaf pedestrian door. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building is finished with non-historic siding.

181 Mill Street, c. 1850 (Contributing)
The 2.5-story side-gabled building occupies the corner of Mill and Slater Streets; the primary elevation faces Mill Street, although the Slater Street frontage is extensive. The primary elevation features a recessed single-leaf pedestrian door at the 1st story, as well as two 1/1 windows. The 2nd story features three 1/1 windows of varying sizes. The 3rd story features two 1/1 windows. The building is finished with non-historic siding.

183 Mill Street, c. 1880 (Contributing)
The 3-story building is arranged with two bays. The 1st story features the primary entrance: a single-leaf pedestrian door with a transom. The 1st story also features a bank of three 1/1 windows. At the 2nd and 3rd stories, the northwest half of the facade features a 2-story projecting bay, with a 1/1 window in most facets of the bays at each story. The southeast half of the façade features a 1/1 window at the 2nd and 3rd stories. The primary elevation is finished with non-historic siding.

185 Mill Street, c. 1850 (Contributing)
The 3-story building is arranged with three bays. The 1st story features the primary entrance, a slightly-recessed single-leaf pedestrian door, and two bays of 1/1 windows. The 2nd story features three bays of 1/1 windows; the 3rd story features two bays of 1/1 windows, offset from the 2nd story windows. The building retains its projecting cornice line, although the cornice and the façade are finished with non-historic siding.

186 Mill Street, c. 1990 (Non-contributing)
The 3-story building is arranged with two bays. The primary entrance is located at the 2nd story, above an at-grade 1st story that includes a vehicle opening. The 2nd story features two single-leaf pedestrian entrances and a pair of 1/1 windows. The 3rd story features two bays of 1/1 windows.

187 Mill Street, c. 1900 (front)/c. 1840 (rear) (Contributing)
The 3-story building is arranged with two bays. The 1st story features a recessed primary entrance, articulated by an arched opening with a stone entablature and keystone. A secondary single-leaf pedestrian entrance with a transom is located immediately to the right of the primary entrance. The 1st story also features a 1/1 window. At the 2nd and 3rd stories, the northwest half of the facade features a 2-story projecting bay, with a 1/1 window in the central facet of the bay at each story. The southeast half of the façade features a 1/1 window at the 2nd and 3rd stories. The building retains its historic cornice and end brackets. The primary elevation is finished with non-historic siding.

188 Mill Street, c. 1870 (Contributing)
The 2.5-story side-gabled building is arranged with three bays. It features a below-grade level and an elevated 1st story, accessed via a flight of steps in the southeast bay. The primary entrance is slightly recessed at the 1st story, and includes a single-leaf pedestrian entrance. The remaining bays at the 1st and 2nd stories feature a 1/1

window. One additional window is located in the below-grade level. The building is finished with non-historic siding.

189-191 Mill Street, c. 1870 (house)/c. 1910 (shop) (Contributing)
189 Mill Street and 191 Mill Street are part of the same parcel, but they are detached buildings separated by a driveway. #189 is a 2-story, side-gabled building arranged with three bays, and recessed from the sidewalk. The 1st story features a recessed primary entrance, including a single-leaf pedestrian door, stone surrounds, and a stone entablature. The remaining two bays at the 1st and 2nd stories feature 1/1 windows. #191 is a 1-story flat-roofed utilitarian building at the sidewalk. On the primary elevation, it features a single-leaf pedestrian door at the center of the façade, flanked by 1/1 windows.

190 Mill Street, c. 1860 (Contributing)
The 2.5-story side-gabled building is arranged with three bays. It features a below-grade level and an elevated 1st story, accessed via a flight of steps in the northwest bay. The primary entrance is slightly recessed at the 1st story, and includes a single-leaf pedestrian entrance. The remaining bays at the 1st and 2nd stories feature 1/1 windows, and two additional 1/1 windows are placed in the below-grade level. The building is capped with a cornice with paired wood brackets. It is finished with non-historic siding.

192 Mill Street, c. 1860 (Contributing)
The 2-story side-gabled building is arranged with two asymmetrical bays. The 1st story features a single-leaf pedestrian entrance shielded by a pedimented portico, as well as a bank of three 1/1 windows. The 2nd story features a 1/1 window above the entrance portico, and a bank of three 1/1 windows aligned with those at the 1st story. The building is finished with non-historic siding.

193 Mill Street, c. 1860 (Contributing)
The 3-story building is asymmetrically arranged on the primary elevation and features a gambrel roof. The 1st story features a primary entrance with a single-leaf pedestrian entrance and two 6/6 windows. The 2nd story features a single 6/6 window above the primary entrance and a pair of 6/6 windows. Two additional slider windows are placed within the gambrel roof. The building is finished with non-historic stucco at the 1st story, non-historic siding at the 2nd story, and asphalt shingles at the gambrel roof.

194 Mill Street, c. 1910 (Contributing)
The 2.5-story end-gabled building features 2-story projecting bay, with a 1/1 window in each side of the bay at the 1st and 2nd stories. The 1st story also features a wood porch that shields the primary entrance; a 1/1 window is located at the 2nd story, above the porch. A 1/1 window is located at the 3rd story, within the gable, which is framed by a broken pediment. The building is finished with non-historic siding.

195 Mill Street, c. 1870 (front)/c. 1860 (rear) (Contributing)
The 2.5-story side-gabled building features a below-grade level and an elevated 1st story. The 1st story features a slightly-recessed primary entrance, with a single-leaf pedestrian door, and two bays of 6/6 windows. The 2nd story features three bays of 6/6 windows. The below-grade level features two additional 1/1 windows. The building is finished with non-historic siding.

196 Mill Street, c. 1870 (Contributing)
The 2.5-story side-gabled building features a below-grade level and an elevated 1st story. The 1st story features the primary entrance (a single-leaf pedestrian door), a large window opening with sliding sash, and a 1/1

window. The 2nd story features two asymmetrical window openings: one opening hosts a pair of 1/1 windows; the second opening features a single 1/1 window. The building is finished with non-historic siding.

197 Mill Street, c. 1860 (Contributing)
The 3-story brick building is arranged with three bays. The 1st story features a single-leaf pedestrian door articulated by a stone surround, including shallow pilasters and a flat stone entablature. The remaining bays at the 1st, 2nd, and 3rd stories feature a 1/1 window with stone sills and flat lintels.

198 Mill Street, c. 1840 (Contributing)
The 2.5-story side-gabled building features a below-grade level and an elevated 1st story. The 1st story features the primary entrance (a single-leaf pedestrian door) and two bays of 1/1 windows. The 2nd story features three symmetrical bays of 1/1 windows. The below-grade level features two additional 1/1 windows. The 1st and 2nd stories are finished with non-historic siding.

199 Mill Street, c. 1870 (front) (Contributing)
The 2-story side-gabled building is arranged with three bays. The 1st story features a single-leaf pedestrian entrance with a pitched-roof overhang, as well as two 1/1 windows. The 2nd story features three bays of 1/1 windows. The building is finished with non-historic siding.

201 Mill Street, c. 1860 (Contributing)
The 2-story side-gabled building is arranged with three bays. The 1st story features the primary entrance, a single-leaf pedestrian door. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building is finished with siding.

202 Mill Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged with three bays. The 1st story features a single-leaf pedestrian entrance and two window openings; all three openings on this story have been boarded up with plywood. The 2nd story features three bays of 1/1 windows. The building is finished with non-historic siding.

203 Mill Street, c. 1860 (Contributing)
The 2-story side-gabled building is arranged with three bays. The 1st story features a projecting porch that extends the full width of the façade. The 1st story features a single-leaf pedestrian entrance. The remaining bays at the 1st and 2nd stories feature 1/1 windows with wood trim. The building is finished with non-historic siding.

205-207 Mill Street, c. 1850 (205 front)/c. 1880 (205 rear)/c. 1870 (207 front and rear) (Contributing)
The side-gabled building spans two addresses and comprises seven bays in total. The 1st story features a single-leaf pedestrian entrance to each half of the building, as well as a third single-leaf pedestrian entrance and four bays of 1/1 windows, aligned with windows in the bays at the 2nd story. The 2nd story features seven bays of 1/1 windows; their sizes vary. The building retains its projecting cornice line, although the cornice and the façade have been finished with non-historic siding.

209 Mill Street, c. 1870 (Contributing)
The 2-story side-gabled building is mirrored with, and attached to, the building at 211 Mill Street; where the two buildings meet, an open passageway at the 1st story provides access to the primary entrance for 209 Main Street. Elsewhere on 209 Mill Street, the 1st story features two 1/1 windows. (Unlike 211 Mill Street, there street-facing façade does not feature any pedestrian entrances for 209 Mill Street.) The 2nd story features two

1/1 windows and a third, infilled opening. The building retains its projecting cornice line, although the cornice and the façade have been finished with non-historic siding.

211 Mill Street, c. 1870 (Contributing)
The 2-story side-gabled building is mirrored with, and attached to, the building at 209 Mill Street; where the two buildings meet, an open passageway at the 1st story provides access to entrances for each building. Elsewhere on 211 Mill Street, the 1st story features a single-leaf pedestrian door that serves as the building's primary entrance, as well as two 1/1 windows. The 2nd story features two 1/1 windows and a third, infilled opening. The building retains its projecting cornice line, although the cornice and the façade have been finished with non-historic siding.

213 Mill Street, c. 1870 (Contributing)
The 2-story side-gabled building is arranged with two asymmetrical bays. The 1st story features a porch that extends the full width of the primary elevation; it covers the primary entrance (a single-leaf pedestrian entrance) and a bank of three 1/1 windows. At the 2nd story, the bay above the primary entrance features a 1/1 window; the other bay features a bank of three 1/1 windows, aligned with the bank of windows at the 1st story below. The building is finished with non-historic siding.

215 Mill Street, c. 1885 (front)/c. 1870 (rear) (Contributing)
The 2-story side-gabled building features a double-leaf pedestrian door and two 1/1 windows at the 1st story. The 2nd story features a 1/1 window and a projecting bay with three 1/1 windows. The building is finished with non-historic siding.

217 Mill Street, c. 1900 (Contributing)
The 3-story building is arranged with two bays. The northwest bay features three stories of projecting bays, with three 1/1 windows at each story of the bay. The primary entrance is located in the southeast bay at the 1st story; it comprises a double-leaf pedestrian door. The 2nd and 3rd stories feature a 1/1 window in the southeast bay. The roofline is staggered, with a flat cornice and a peaked roofline behind. The building is finished with non-historic siding.

219 Mill Street, c. 1890 (Contributing)
The 3-story side-gabled building is arranged with three bays. The 1st story features a single-leaf pedestrian door with a transom. The remaining bays at the 1st, 2nd, and 3rd stories feature 1/1 windows with stone sills and flat lintels. The building is finished with non-historic siding.

221 Mill Street, c. 1900 (Contributing)
The primary elevation of this 3-story building is visually divided into two halves: the northwest half of the elevation features a three-story, three-sided projecting bay, with 1/1 windows in each facet of the bay at the 1st, 2nd, and 3rd stories. The southeast half of the building features a 3-story porch, capped by a pedimented roofline above the 3rd story. The primary entrance is located within the 1st story porch and comprises a double-leaf pedestrian door. The 2nd and 3rd stories feature a single-leaf pedestrian door to the porch.

223 Mill Street, c. 1870 (Contributing)
The 2-story side-gabled building features three bays at the 1st story, including a single-leaf pedestrian entrance and two 6/1 windows with wood trim. The 2nd story features two 6/1 windows. The building is finished with non-historic siding.

225 Mill Street, c. 1870 (Contributing)
The 2-story building is set far back from the sidewalk. The primary elevation is staggered, with a stepped-back section that includes the primary entrance, a single-leaf pedestrian door, and a second single-leaf pedestrian door. There are two 1/1 windows to the left of the primary entrance at the 1st story. The 2nd story features three 1/1 windows.

227 Mill Street, c. 1870 (Contributing)
The 2.5-story building is arranged with three bays. A 2-story porch projects from the façade and shields the primary entrance at the 1st story and a single-leaf pedestrian door at the 2nd story, above the primary entrance. The remaining bays at the 1st and 2nd story feature 1/1 windows. The primary elevation is capped with a projecting cornice supported by brackets.

229 Mill Street, c. 1860 (Contributing)
The 2-story building is recessed from, and elevated above, the sidewalk. It is arranged with three bays. The 1st story features a single-leaf pedestrian entrance with a transom. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The walls are painted brick.

231 Mill Street, c. 1800 (front)/c. 1840 (rear) (Contributing)
The 2.5-story side-gabled building is arranged with three bays. The 1st story features a single-leaf pedestrian entrance with stone surrounds, and two bays of 1/1 windows with stone surrounds and decorative lintels. The 2nd story features three bays of 1/1 windows. A broad dormer features two 1/1 windows flanking an infilled window opening. The 1st story is finished with stucco; the 2nd story is finished with siding.

233 Mill Street, c. 1960 (Non-contributing)
The U-shaped, non-historic building is almost entirely obscured from Mill Street by vegetation.

162 Oliver Street, c. 1970 (Non-contributing)
This building is a non-historic garage.

168 Slater Street, c. 1885 (Contributing)
The 2-story building is attached to 84-88 Marshall Street. It is arranged in four bays. At the 1st story, the easternmost bay features a single-leaf pedestrian entrance; at the 2nd story in this bay, the window opening has been infilled with vinyl siding and a smaller sliding window. The three remaining bays at the 1st and 2nd stories include 1/1 windows. The building retains its projecting cornice line, although the cornice and the building have been finished with non-historic siding.

170 Slater Street, c. 1860 (Contributing)
The 2-story building is arranged in four bays at the 1st story and three bays at the 2nd story. The primary entrance is located in the center-east bay at the 1st story; it features a single-leaf pedestrian entrance. The remaining bays at the 1st and 2nd stories feature a mix of 1/1 and 6/1 windows. The building retains its projecting cornice line, although the cornice and the building have been finished with non-historic siding.

171 Slater Street, c. 1950 (Non-contributing)
The 1-story red-brick building features a flat roofline but a projecting, shingled eave that extends the width of the building. The primary elevation is asymmetrically arranged and includes a 1/1 window, a single-leaf pedestrian entrance, and a bank of three 1/1 windows.

172 Slater Street, c. 1840 (Contributing)
The 2-story building is arranged in four bays at the 1st story and three bays at the 2nd story. The primary entrance is located in the easternmost bay at the 1st story; it features a single-leaf pedestrian entrance. The remaining bays at the 1st and 2nd stories feature 1/1 windows. The building retains its projecting cornice line, although the cornice and the building have been finished with non-historic siding.

173 Slater Street, c. 1860 (Contributing)
The 2.5-story side-gabled building is arranged in two bays on the primary elevation. In the eastern bay, the 1st story features a pedestrian entrance, and the 2nd story features a 1/1 window. The western bay projects at both the 1st and 2nd stories, with a window opening in each of the bay's three sides. The pedestrian entrance and several of the window openings on this elevation have been boarded up with plywood. The building has been finished with non-historic siding.

174 Slater Street, c. 1880 (Contributing)
The 2-story building is asymmetrically arranged at the 1st story, with three symmetrical bays at the 2nd story. There are two single-leaf pedestrian entrances and one window opening at the 1st story. At the 2nd story, each of the three bays feature 1/1 windows. The building retains its projecting cornice line, although the cornice and the building have been finished with non-historic siding.

176 Slater Street, c. 1900 (Contributing)
The 2.5-story building features a cross-gabled roofline; the building's primary façade is arranged in four asymmetrical bays. At the 1st story, the easternmost bay features a single-leaf pedestrian entrance within a recessed alcove with an arched opening. The remaining three bays at the 1st story feature 1/1 windows. The 1st and 2nd stories are separating by a flared, shingled pent eave. At the 2nd story, the two central bays project and feature two 1/1 windows. Each of the outer bays at the 2nd story features a 1/1 window. At the 3rd story, the gable features a pair of 1/1 windows. The building has been finished with non-historic siding.

177-179 Slater Street, c. 1840 (Contributing)
The 2-story side-gabled building is arranged in five bays. The 1st story features two single-leaf pedestrian entrances and three 1/1 window openings. At the 2nd story, each of the 5 bays features a 1/1 window. The building has been finished with non-historic siding.

185 Slater Street, c. 1870 (Contributing)
The 3-story building features two single-leaf pedestrian entrances and a 1/1 window opening at the 1st story. The 2nd and 3rd stories are arranged in two bays, with a 1/1 window opening in each bay at each story. The building retains its projecting cornice line, although the cornice and most of the building have been finished with non-historic siding. The 1st story on the primary (northwest) elevation features a non-historic stone veneer.

187 Slater Street, c. 1850 (Contributing)
The 2-story end-gabled building features a single-leaf entrance and a pair of single-pane windows at the 1st story, and two 1/1 windows at the 2nd story. The building has been resurfaced with vinyl siding.

188 Slater Street, c. 1840 (Contributing)
The 2-story side-gabled building is asymmetrically arranged on its primary (northwest) elevation. It features a single-leaf pedestrian entrance at the 1st story, and three 1/1 windows at the 2nd story.

189-193 Slater Street, c. 1840 (#189)/c. 1870 (#191-193) (Contributing)

The row of three attached buildings is arranged in nine bays. At the 1st story, each of the three buildings features a single-leaf pedestrian entrance and two 1/1 windows. The 2nd story features a 1/1 window in each of the nine bays.

190 Slater Street, c. 1880 (Contributing)
The 3-story building is asymmetrically arranged on the primary elevation. The 2st story features a single-leaf pedestrian entrance and two asymmetrical windows; the eastern window is a sliding window, while the western window is a 1/1 hung window. The upper stories project slightly beyond the 1st story, and a large bay projects further, extending from the 2nd story through the 3rd story. The three-sided bay is capped with a separate cornice line, and features 1/1 windows in each side of the bay at both the 2nd and 3rd stories. An additional 1/1 window is placed at each of the 2nd and 3rd stories, separate from the bay's windows. The building retains its projecting cornice line across the full width of the building, separate from the bay's cornice. The cornices and the upper stories of the building have been finished with non-historic siding.

194 Slater Street, c. 1890 (Contributing)
The 3-story building features a single-leaf pedestrian entrance and a larger entrance with a rolling metal door at the 1st story. The 2nd and 3rd stories are arranged in four bays, and feature a 1/1 window in each bay at each story. The building retains its projecting cornice, although the cornice and most of the building have been resurfaced with vinyl siding.

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Previous documentation on file (NPS):

X Previously listed in the National Register (fill in 1 through 6 below)
__ Not previously listed in the National Register (fill in **only** 4, 5, and 6 below)

1. NR #: NR#70000391 (Great Falls of Paterson/S.U.M. Historic District)
NR#70000391 (Great Falls of Paterson/S.U.M. Historic District – Boundary Increase)
NR#86001507 (Great Falls of Paterson/S.U.M. Historic District – Argus Mill)

NR#81000398 (Daniel Thompson and John Ryle Houses)

2. Date of listing: April 17, 1970 (Great Falls of Paterson/S.U.M. Historic District)
   January 8, 1975 (Great Falls of Paterson/S.U.M. Historic District – Boundary Increase)
   August 14, 1986 (Great Falls of Paterson/S.U.M. Historic District – Argus Mill)
   July 30, 1981 (Daniel Thompson and John Ryle Houses)

3. Level of significance: National
4. Applicable National Register Criteria: A_X_ B_X_ C_X_ D__
5. Criteria Considerations (Exceptions): A__ B__ C__ D__ E__ F__ G__
6. Areas of Significance: Engineering (Great Falls of Paterson/S.U.M. Historic District)
   Industry (Great Falls of Paterson/S.U.M. Historic District – Argus Mill)
   Industry; Architecture (Daniel Thompson and John Ryle Houses)

__ Previously Determined Eligible for the National Register: Date of determination:
X Designated a National Historic Landmark: Date of designation: May 11, 1976
X Recorded by Historic American Buildings Survey: HABS No. NJ-652 (Daniel Thompson House)

X Recorded by Historic American Engineering Record: HAER NJ-1 (Great Falls S.U.M. Historic District)
HAER NJ-2 (Great Falls/S.U.M. Power Canal System)
HAER NJ-3 (Rogers Locomotive & Machine Works)
HAER NJ-3-A (Rogers Locomotive & Machine Works, Erecting Shop)
HAER NJ-3-B (Rogers Locomotive & Machine Works, Fitting Shop)
HAER NJ-3-C (Rogers Locomotive & Machine Works, Millwright Shop)
HAER NJ-3-D (Rogers Locomotive & Machine Works, Administration Building)
HAER NJ-4 (Phoenix Mill)
HAER NJ-6 (Essex Mill)
HAER NJ-7 (Franklin Manufacturing Company)
HAER NJ-8 (Danforth Locomotive & Machine Company)
HAER NJ-8-A (Danforth Locomotive & Machine Company, Erecting Shop)
HAER NJ-8-B (Danforth Locomotive & Machine Company, Blacksmith Shop)
HAER NJ-10 (Ivanhoe Mill)
HAER NJ-11 (Barbour Flax Spinning Company)
HAER NJ-11-A (Barbour Flax Spinning

Company, Granite Mill)
HAER NJ-11-B (Barbour Flax Spinning Company, Spruce Street Mill)
HAER NJ-11-C (Barbour Flax Spinning Company, Machine Shop)
HAER NJ-12 (Dolphin Manufacturing Company)
HAER NJ-13 (Union Works)
HAER NJ-14 (Godwin Mill)
HAER NJ-15 (Industry Mill)
HAER NJ-16 (S.U.M. Hydroelectric Plant)
HAER NJ-17 (Allied Textile Printers)

__ Recorded by Historic American Landscapes Survey: HALS No.

Location of additional data:

State Historic Preservation Office: New Jersey Department of Environmental Protection, Historic Preservation Office
Other State Agency:
Federal Agency: National Park Service, Northeast Region Office
Local Government: City of Paterson Division of Historic Preservation
University: University of Pennsylvania

Other (Specify Repository):

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FIGURE 1: S.U.M. Gatehouse, 2017. Photo by the nomination author.

FIGURE 2: S.U.M. Upper Raceway, 2017. Photo by the nomination author.

FIGURE 3: Ivanhoe Wheelhouse. Photo by the nomination author.

FIGURE 4: Rogers Locomotive Company Frame Fitting Shop and Administrative Building, 2017. Photo by the nomination author.

FIGURE 5: Rogers Locomotive Company Millwright Shop, 2017. Photo by the nomination author.

FIGURE 6: Dolphin Jute Mill Complex, 2017. Photo by the nomination author.

FIGURE 7: Rogers Locomotive Company Erecting Shop, 2017. Photo by the nomination author.

FIGURE 8: Glenro Building, 2017. Photo by the nomination author.

FIGURE 9: S.U.M. Administration Building, 2017. Photo by the nomination author.

FIGURE 10: Hydroelectric plant, 2017. Photo by the nomination author.

FIGURE 11: Great Falls Arch Bridge, 2017. Photo by the nomination author.

FIGURE 12: S.U.M. Middle Raceway, 2017. Photo by the nomination author.

FIGURE 13: Public Service Trolley Barn, 2017. Photo by the nomination author.

FIGURE 14: Cooke Locomotive Company Office Building, 2017. Photo by the nomination author.

FIGURE 15: S.U.M. Passaic Street Bridge, 2017. Photo by the nomination author.

FIGURE 16: Middle raceway tailrace, 2017. Photo by the nomination author.

FIGURE 17: Franklin Mill, 2017. Photo by the nomination author.

FIGURE 18: Essex Mill, 2017. Photo by the nomination author.

FIGURE 19: Daniel Thompson and John Ryle Houses, 2017. Photo by the nomination author.

FIGURE 20: Argus Mill, 2017. Photo by the nomination author.

FIGURE 21: Raceway footbridges, 2017. Photo by the nomination author.

FIGURE 22: Phoenix Mill, 2017. Photo by the nomination author.

FIGURE 23: Edison Illuminating Company Office Building. Photo by the nomination author.

FIGURE 24: Public Service Electric and Gas Company Building, 2017. Photo by the nomination author.

FIGURE 25: Metric Shirt Company Building, 2017. Photo by the nomination author.

FIGURE 26: West Broadway Bridge/West Street Bridge, 2017. Photo by the nomination author.

FIGURE 27: 101 West Broadway, 2017. Photo by the nomination author.

FIGURE 28: Ryle Avenue houses (#45 – 63), 2017. Photo by the nomination author.

FIGURE 29: Ryle Avenue houses (#29 – 35), 2017. Photo by the nomination author.

FIGURE 30: Remains of 1876 Steam and Boiler Plant, 2017. Photo by the nomination author.

FIGURE 31: 183-185 McBride Avenue, 2017. Photo by the nomination author.

FIGURE 32: Pump House/E&H Laminating and Slitting, Annitti Enterprises, 2017. Photo by the nomination author.

FIGURE 33: Mill Street houses (#102 – 124), South Dublin neighborhood, 2020. Photo by the nomination author.

FIGURE 34: 368 – 376 Main Street (South Dublin neighborhood), 2020. Photo by the nomination author.

FIGURE 35: 382-384 Grand Street (South Dublin neighborhood), 2020. Photo by the nomination author.

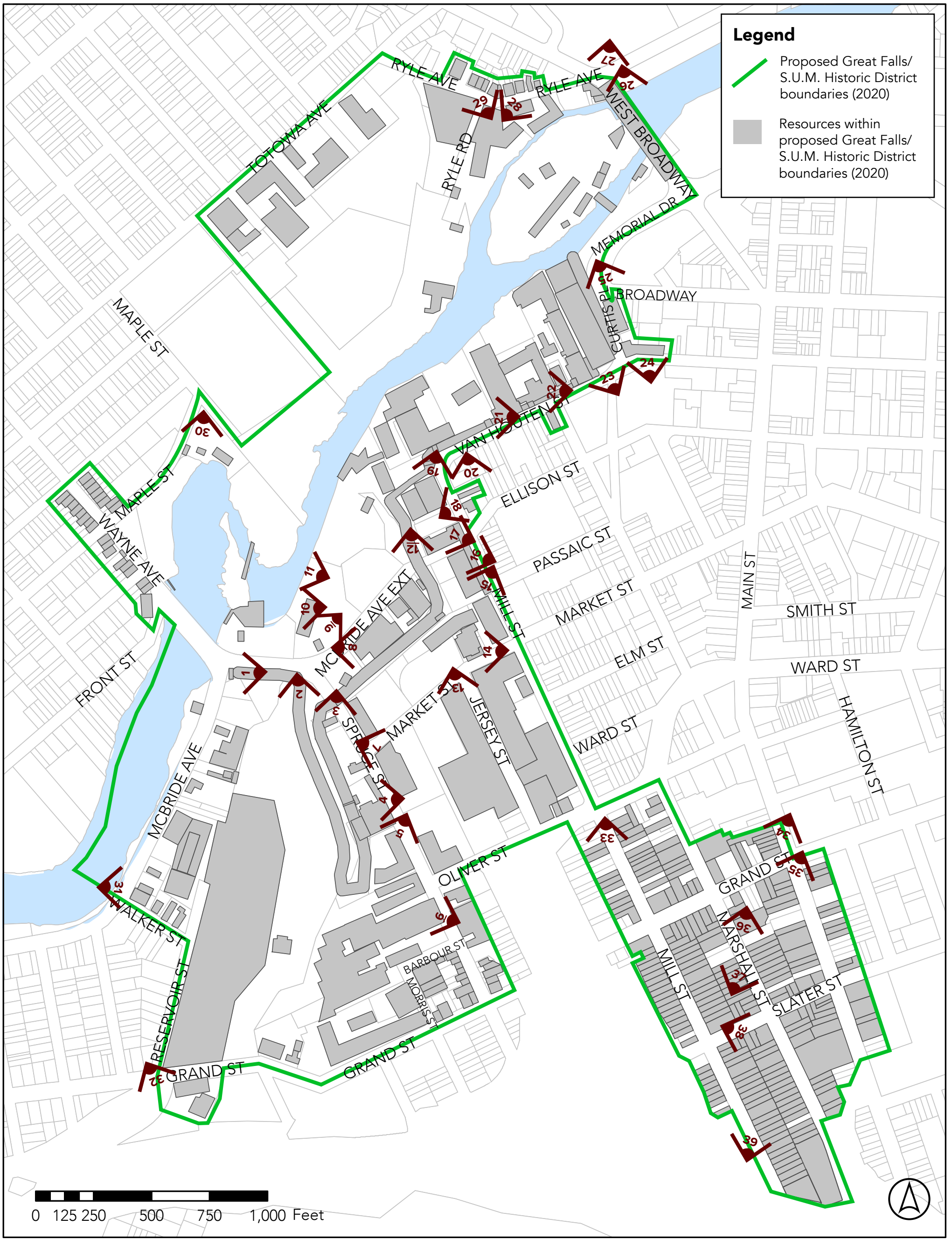
FIGURE 36: Marshall Street houses (#94 – 120), South Dublin neighborhood, 2020. Photo by the nomination author.

FIGURE 37: Marshall Street houses (#109 – 121), South Dublin neighborhood, 2020. Photo by the nomination author.

FIGURE 38: Slater Street houses (#172 – 176) and 84 Marshall Street, South Dublin neighborhood, 2020. Photo by the nomination author.

FIGURE 39: Mill Street houses (#205 – 219), South Dublin neighborhood, 2020. Photo by the nomination author.

Photo Key


Legend
Proposed Great Falls/ S.U.M. Historic District boundaries (2020)
Resources within proposed Great Falls/ S.U.M. Historic District boundaries (2020)
TOTOWA AVE
RYLE AVE
RYLE AVE
RYLE RD
WEST BROADWAY
MEMORIAL DR
CURTIS PL
BROADWAY
MAPLE ST
MAPLE ST
VAN HOUTEN ST
ELLISON ST
PASSAIC ST
MARKET ST
ELM ST
WARD ST
MAIN ST
SMITH ST
HAMILTON ST
WAYNE AVE
FRONT ST
MCBRIDE AVE EXT
MILL ST
MARKET ST
SPRUCE ST
JERSEY ST
WARD ST
MCBRIDE AVE
WALKER ST
RESERVOIR ST
GRAND ST
GRAND ST
OLIVER ST
BARBOUR ST
MORRIS ST
MILL ST
MARSHALL ST
SLATER ST
GRAND ST
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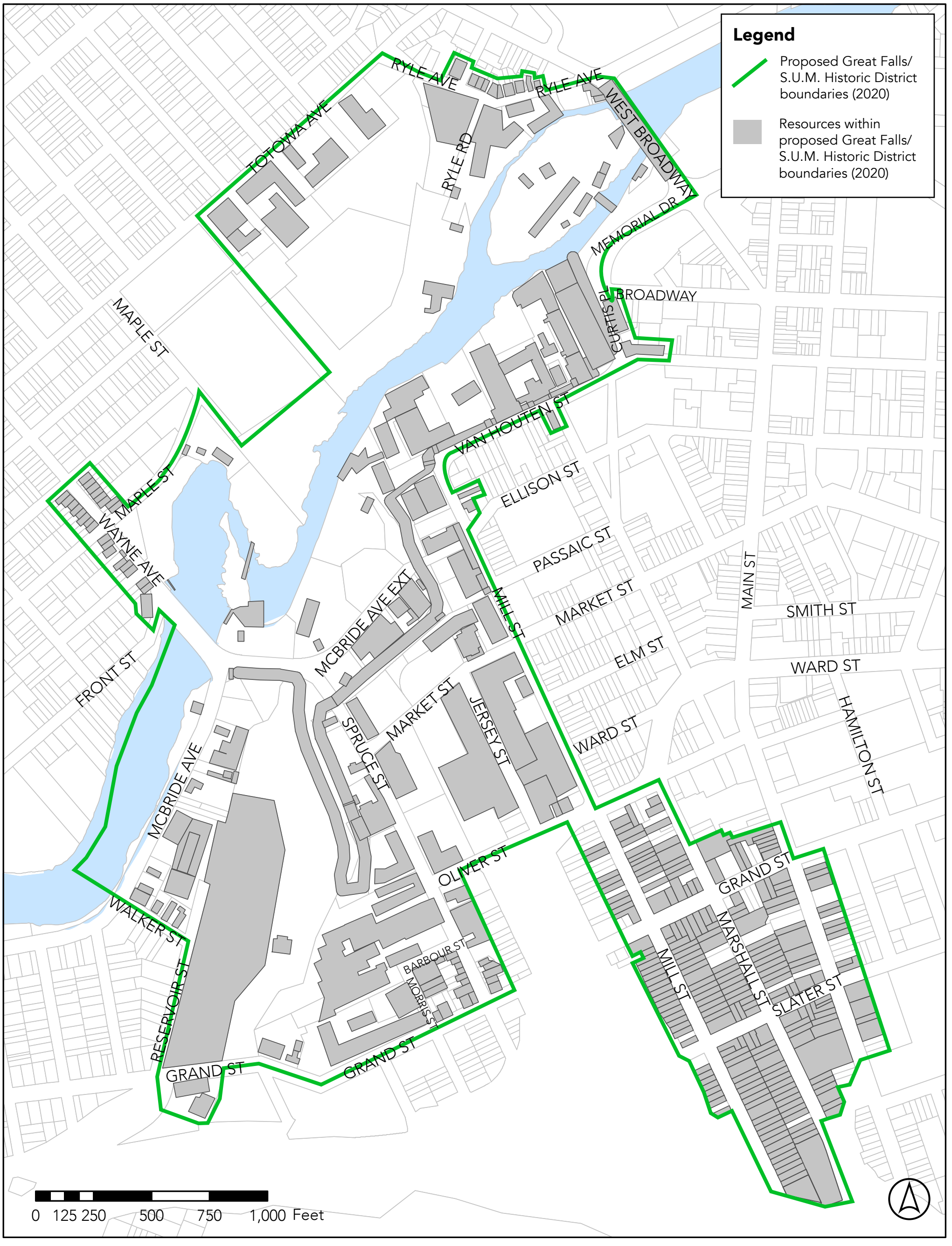
Legend
Proposed Great Falls/ S.U.M. Historic District boundaries (2020)
Resources within proposed Great Falls/ S.U.M. Historic District boundaries (2020)
RYLE AVE
RYLE AVE
RYLE RD
TOTOWA AVE
WEST BROADWAY
MEMORIAL DR
CURTIS PL
BROADWAY
MAPLE ST
VAN HOUTEN ST
MAPLE ST
ELLISON ST
WAYNE AVE
PASSAIC ST
MAIN ST
MCBRIDE AVE EXT
MILL ST
MARKET ST
SMITH ST
ELM ST
FRONT ST
WARD ST
MARKET ST
JERSEY ST
SPRUCE ST
HAMILTON ST
WARD ST
MCBRIDE AVE
OLIVER ST
GRAND ST
WALKER ST
BARBOUR ST
MORRIS ST
MILL ST
MARSHALL ST
SLATER ST
RESERVOIR ST
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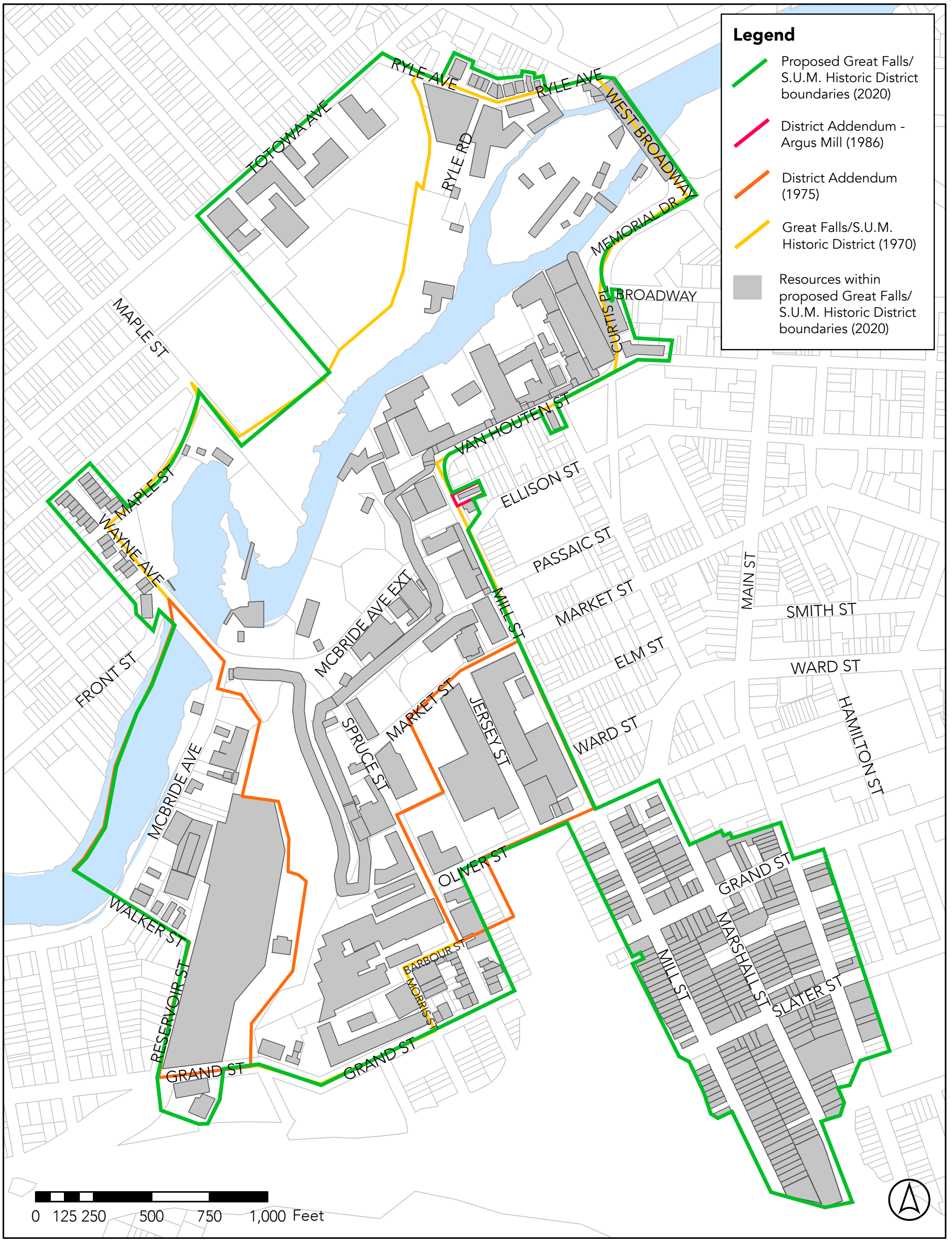
0 125 250 500 750 1,000 Feet


Legend
Proposed Great Falls/ S.U.M. Historic District boundaries (2020)
District Addendum - Argus Mill (1986)
District Addendum (1975)
Great Falls/S.U.M. Historic District (1970)
Resources within proposed Great Falls/ S.U.M. Historic District boundaries (2020)
TOTOWA AVE
RYLE AVE
RYLE RD
RYLE AVE
WEST BROADWAY
MEMORIAL DR
CURTIS PL
BROADWAY
MAPLE ST
VAN HOUTEN ST
MAPLE ST
ELLISON ST
WAYNE AVE
PASSAIC ST
MAIN ST
MCBRIDE AVE EXT
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JERSEY ST
SPRUCE ST
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BARBOUR ST
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