

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Intervale Factory (preferred)
other names/site number Emerson Box Company Building

2. Location

street & number 402 River Street N/A not for publication
city, town Haverhill N/A vicinity
state Massachusetts code 025 county Essex code 009 zip code 01830

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	_____ Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Valerie Taalage 5/24/88
Signature of certifying official Date
Executive Director, Massachusetts Historical Commission;
State or Federal agency and bureau State Historic Preservation Officer

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official Date
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register.
 See continuation sheet.
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:)
Alvina Byers Entered in the National Register 6-30-88
Signature of the Keeper Date of Action

6. Function or Use Intervale Factory, Haverhill, Massachusetts

Historic Functions (enter categories from instructions)

Industry/manufacturing facility

Current Functions (enter categories from instructions)

Work in progress

7. Description

Architectural Classification

(enter categories from instructions)

Late Victorian

Materials (enter categories from instructions)

foundation stonewalls brickroof asphalt

other

Describe present and historic physical appearance.

The Intervale Factory, at the corner of River and Swain streets, is a three-story brick shoe factory, 45 by 130 feet in plan, built between August and November of 1889, to the designs of the Haverhill architectural firm of Bancroft and Perkins. The building was one of five brick shoe factories all built between 1889 and 1892 adjacent to one another at this intersection of River Street with Swain and Vila streets (see 1893 insurance map). In addition to the nominated property, factories were constructed for Chick Brothers (1889, W.H.H. Whiting, architect); L.V. Spaulding Co. (1890, Perkins & Bancroft); Hoyt & Porter (1891, Perkins & Bancroft); and Spaulding Vila (1892, Perkins & Bancroft). Of these, Hoyt & Porter has been replaced by a car wash, and Chick Brothers factory has been shorn of three of its five stories. L.V. Spaulding and Spaulding Vila are adjoining blocks at the corner of River and Vila streets, the former facing the Intervale Factory across River Street. Side streets have period employees housing, although River Street's economy is now geared toward an automobile-oriented service economy, rather than manufacturing.

The Intervale building takes up just over a third of its lot, which at the rear slopes down toward the Merrimac River, about 150 yards distant. The city of Haverhill owns the lots on the southeast and east, on the former of which stands the Williams H. Moody School (built at the turn of the century).

The narrow north facade of the factory, facing River Street is the building's principal elevation. Its chief architectural feature is the large block of granite inscribed with the legend "Intervale Factory." The forty-five-foot wide facade displays seven bays in the upper two stories, although the basement and first-floor fenestration is less regular. Windows of the upper floors exhibits 6/6 double-hung wooden sash within brick segmental-arched openings. Granite sills are common to all openings. The window openings of the western most bay are offset vertically, in order to light the stairway in the northwest corner of the building. The building's main entrance was at the first-floor level, still identified by a pair of double doors with horizontal panels beneath a five-light transom. Today, however, this entrance is inaccessible, the wooden porch and flight of steps leading to it having been removed. An illustration from 1900 shows the wooden stoop extended in front of the two center bays, flanked by stairs set parallel to the building. Two irregular openings flank the entrance: a 10/2-light window beneath a square

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Haverhill, Massachusetts

header; and a narrow segmental-arched door opening, now bricked in. The basement story was originally lit from River Street by four segmental-arched windows; these have been boarded up with plywood.

The long side elevations are eighteen bays in length, although the two northernmost bays of the Swain Street facade are occupied by the staggered openings of the northwest stairway. All of the windows are identical to those on the upper floors of the River Street elevation. The tenth bay from the south end is a loading dock, sheltered by a wooden, overhanging roof. Two ground-floor entrances are also provided on the Swain Street facade: to the stairway, at the north end and to the basement; at the fourth bay from the south end.

The brick facades of the building are largely unadorned, save for the granite "Intervale" marker and two brick string courses, two brick courses wide, which surround the building at the level of the third-floor window sills and at the first-floor entrance sills.

On the interior, most of the space is open, exposing the original mill construction. A small freight elevator in the center of the building moved materials between floors. The exposed center row of wood columns, and the corresponding beams and decking are the main interior elements. Plumbing, heating, sprinkler, and electrical components are all exposed. Originally, mechanical power and steam were supplied to the Intervale from the power house of Chick Brothers Shoe Factory across the street through an underground tunnel beneath Swain Street. In 1922, the box company built its own steam supply on the south side of the building.

In 1987, the Intervale Development Trust began conversion of the building for twenty-four condominium units. As this nomination was being prepared, most of the windows were being replaced and the interior subdivided for residential units. Despite these alterations, the building retains historical significance as the earliest intact example of the new shoe factory design in Haverhill, as well as for its later prominence in the box manufacturing business.

Archaeology Description

While no prehistoric sites are currently recorded on the property, it is possible that sites are present. Eleven prehistoric sites, one of which is within 500 feet of the property, have been recorded in the general area (within one mile). The physical characteristics of the parcel, a river

continued

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Intervale Factory
Haverhill, Massachusetts

terrace adjacent to the Merrimac River near the head of the tidal zone may have made this an attractive area for native settlement and subsistence activities. In general, however, the potential for significant archaeological remains, either prehistoric or historic, seems low, as a result of small lot size (less than one acre) and the fact that the building, which has a full basement level, takes up over one-third of the lot.

8. Statement of Significance Intervale Factory, Haverhill, Massachusetts

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Industry

Architecture

Period of Significance

1889-1938

Significant Dates

Significant Person

N/A

Architect/Builder

Perkins and Bancroft

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Intervale Factory in Haverhill, a late 19-century brick shoe factory, possesses integrity of location, design, materials, workmanship, and association. The factory is architecturally significant as one of the earliest surviving examples in Haverhill of a new shoe factory design, for the first time employing slow-burning mill construction, and placing all manufacturing processes under the roof. The factory is historically significant for its associations with the economic life of Haverhill. It was one of the first factory buildings built on this section of River Street when that thoroughfare was first opened in 1889, and was part of the largest building boom the city had yet seen. Although built as a shoe factory, the building served for most of its history as one of the largest box factories in the city, and today the building has the longest association with that industry of any in the city. Its period of significance spans the years from the factory's construction to 1938. The Intervale Factory meets criteria A and C of the National Register of Historic Places on the local level.

Haverhill lies at the head of tidewater on the Merrimac River, approximately thirteen miles from its mouth. Until increasing vessel size made navigation of the river difficult, Haverhill was a shipbuilding town and mart of ocean commerce. The War of 1812, however, encouraged local investors to redirect their capital toward land-based industries, particularly in shoes and leather, hats, and combs. During the War, David How, a Haverhill shoemaker, traveled overland to Philadelphia to market his shoe. How's success encouraged other Haverhill shoemakers to enter the mid-Atlantic and southern markets, and by 1817, most of the products of 200 shoemakers in Haverhill were directed there. By 1860, Haverhill was the third largest boot and shoe producing city in the nation, following Philadelphia and Lynn, Massachusetts. Although the Civil War, cutting off the southern market, put a temporary damper on the shoe industry, the business continued to expand after the war. By 1875, Haverhill boasted 189 shoe factories almost double the total ten years before.

See continuation sheet

9. Major Bibliographical References Intervale Factory, Haverhill, Massachusetts

- Architectural Heritage of Haverhill (Haverhill: Haverhill Public Library, 1976).
- Haverhill and Bradford, Their Representative Business Men and Points of Interest (New York: Mercantile Illustrating Company, 1894).
- Haverhill, Massachusetts Board of Trade, Haverhill, Massachusetts: An Industrial and Commercial Center (Haverhill: Chase Bros., 1889).
- Haverhill Weekly Bulletin, various issues.
- Haverhill Evening Gazette, various issues.
- Mass. Department of Public Safety, Public Buildings in Massachusetts. Card index to the record drawings of commercial, industrial, institutional, and other public buildings in the Commonwealth. Massachusetts State Archives at Columbia Point, Boston.
- Massachusetts Historical Commission, "Haverhill" Town Report (1987), on file at the Massachusetts Historical Commission.

See continuation sheet

Previous documentation on file (NPS):

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

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

MHC Inventory of Historic Assets #252

10. Geographical Data

Acreeage of property less than one acre
Quad- Haverhill Scale- 1:25000

UTM References

A

1	9	3	2	8	3	6	0	4	7	3	6	7	0	0
Zone				Easting				Northing						

C

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

B

Zone				Easting				Northing						

D

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

See continuation sheet

Verbal Boundary Description

The boundaries of the nominated property are those of lot 2A, block 246, shown on the Haverhill Assessors Map; Sheet 505. See Assessors Map.

See continuation sheet

Boundary Justification

The nominated boundary is the property boundary that has historically been associated with the Intervale Factory.

See continuation sheet

11. Form Prepared By

name/title Betsy Friedberg, NR Director/MHC with Peter H. Stott

organization Massachusetts Historical Commission date February 10, 1988

street & number 80 Boylston Street telephone (617) 727-8470

city or town Boston state Massachusetts zip code 02116

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Haverhill, Massachusetts

Between 1880 and 1890, despite a disastrous fire in 1882, the city experienced the largest economic expansion in its history. In that decade, investment in capital increased from \$2 million to \$8 million; the value of manufactured products rose from \$12 million to \$23 million; and the number of employees nearly doubled, reaching 15,000. Most of this growth was due to the shoe industry, which after the fire of 1882, was heavily concentrated in a downtown section of Washington Street (see Washington Street Shoe District, NR 10/14/1976).

The growth in investment translated directly into the erection of new buildings. "Judging from appearances," the editor of the Haverhill Weekly Bulletin wrote in March 1889, "the census of 1890 will find a vast increase in the growth and wealth of Haverhill. Not since the great fire of seven years ago has the erection of so many business blocks, private dwellings, and manufactories been contemplated as at the present time" (HWB 3/16/1889, p. 2).

River Street was one of two large areas opened up for building purposes in 1889, and "manufacturers flocked in that direction," the Bulletin editor noted. This portion of River Street was part of a large estate formerly owned by Edwin Bowley (1882-1884), Haverhill native, former grocer, and at the time of his death one of the largest real-estate owners in the city (HWB 6/14/1917) and George A. Hall (possibly a nephew). Bowley and Hall converted an old barn into a shoe factory at the corner of River and Beach Streets (next to the Intervale site), and sold other lots outright.

In January 1889, the Bulletin summarized the work of the preceding year and predicted new construction:

The tide of travel may be fairly said to have started on River Street, since W. M. Bowley & Company have a comfortable and commodious shoe factory already ready for occupancy, and the Messrs. Chick Bros. are to build one for their immense business shortly. This marks an important step in the growth of the city, since the tide being fairly turned that way, it will not be long ere upper River Street is dotted its entire length with factories. [HWB 1/5/1889, p. 3]

Chick Brothers were a Washington Street shoe manufacturer and one of the largest shoe producers in the city. Although begun earlier than the Intervale, their new five-story building was completed about the same time, in November 1889 (HWB 11/23/1889). The Chick factory included a large steam plant at the rear of their building, which supplied power to the surrounding factories. Underground shafts linked Chick Brothers with the Intervale Factory, and later, with the three factories of the opposite side of River Street.

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Intervale Factory
Haverhill, Massachusetts

The Intervale Factory was begun in August 1889. An article in the Bulletin announced the agreement between Bowley real estate manager George A. Hall and the Washington Street shoe manufacturers Ellis and Connor. The new three-story factory would be built by Bowley real estate and leased to the shoe manufacturers for a term of years. It would be christened "Intervale" (HWB 8/3/1889).

The firm of Ellis and Connor was composed of Charles A. Ellis and John H. Connor (1854-1937), general partners; and Dudley Porter (1837-1905), special partner. The firm was the successor, in 1887, to the machine and sewed shoe business of Goodrich & Porter, one of the largest and most respected firms in the city. Both Porter and Connor had been associated with the firm for many years, although Porter's role seems to have been primarily as financier. It was Porter who took title in October 1892 to the Intervale when it was sold by Bowley and Hall (Deed Book 1358;468).

Ellis and Connor had for some time been looking for a factory site where they could expand their Washington Street business, fully intending to do enough business to keep both plants employed. Among the attractions to the River Street location, the firm cited a lower rate of insurance, a better lighted building, power provided from Chick Brothers, good water, gas, and sewerage services, and ample facilities for freight transportation. But one of the most important factors in their decision was the absence of liquor shops in the vicinity...

...nor [were] there likely to be any, as Mr. Hall, manager of the Bowley estate, has agreed to incorporate in all deeds or leases of property, restrictions and provisions forbidding the sale of intoxicants. [HWB 8/3/1889].

The factory was completed four months after the agreement was signed. Like the Chick Block, and the factory buildings later built on the opposite side of River Street, the building employed the heavy wooden timber structural frame of slow-burning mill construction, for many years popular with textile mills and their insurance agents. From the start, steam and mechanical power were supplied from the Chick Block by way of an underground shaft and tunnel beneath Swain Street. Illumination was provided by gas light. The various stages of shoe manufacturing were organized on separate floors, linked by a small freight elevator at the center of the building. In the basement, cutting and finishing were performed; on the first floor, cutting and packing took place; stitching and "making" were carried out on the second and third floors, respectively.

In the fall of 1892, Ellis & Connor purchased the building from their lessors, and the rumor in the trade was that they intended construction of another

continued

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Haverhill, Massachusetts

large shoe factory (Haverhill Evening Gazette 10/6/1892, p. 2). This never took place. In December, the Gazette reported the rumor that Ellis & Connor had dissolved their partnership. It was believed, but could not be confirmed at the time, that the business at the Intervale Factory would be continued by the junior member of the firm, J.H. Connor, while Mr. Ellis would care for the country factory at Londonderry, New Hampshire, a plant that Ellis & Connor had operated for about a year (HEG 12/21/1892), p. 3). The 1893 Sanborn Insurance Map, confirming the split, identifies the Intervale Factory as the "J.H. Connor Shoe M'f'y."

Another event which the 1893 insurance map records is the destruction by fire of the old Bowley barn, adjacent to the Intervale Factory. For about two years the converted barn had been the box factory of the next owner of the Intervale, John Owens (1850-1915). Born in Prince Edward Island, Canada, Owens came to Haverhill about 1875. He worked in several box-making firms as foreman, and about 1889, he established his own firm, moving to the former Bowley barn about 1891. On the evening of January 15, 1893, the factory was completely destroyed by fire. At one point during the fire, the Gazette reported, flames completely engulfed the box factory and the strong wind carried flames over to the Intervale. Quick action by the fire department saved the shoe factory. "Fortunately the wind was south; had it been west, nothing could have saved the Ellis & Connor Building from being badly damaged" (HEG 1/16/1893).

Owens was not slow to rebuild his business, and in February he purchased the Intervale Factory from Dudley Porter (Deed Book 1369:304). As his space requirements were limited, J.H. Connor probably remained in the building for a short time. Even in 1906, however, John Owens & Company occupied only the basement and first floor, for wooden and paper box making respectively. The second and third floors were leased as a shoe shop and heel shop, respectively.

As a box factory, the Intervale was very well equipped. In 1894, it was described in a promotional publication as "one of the best equipped box factories in this section of New England. The plant of machinery is not only elaborate and complete, but it is of the latest improved type, and it enables the firm to do satisfactory work in the shortest possible type, and consequently at the least possible cost." About forty men were employed (Representative Business Men of Haverhill, p. 109). Prevented from expanding his business by the presence of the city's new Moody School, Owens established a box factory in Lynn about 1908. Owens seems to have been plagued by fires: when the Lynn building burned about 1913, he moved the Lynn business to Newton, New Hampshire, where he established another factory. His Newton plant burned in the fall of 1914.

continued

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Haverhill, Massachusetts

After his father's death, James J. Owens (1880?-1939) continued box making at the Intervale. During this period, the firm built its own steam boiler in 1922, thus severing its dependence on the Chick plant across the street.

The Emerson Box Company moved into the Intervale Factory in 1939, although the company did not purchase the building from the Owens family unit 1945 (Deed Box 3421:158). The company was headed by Floyd S. Emerson (1899-). The family had already had a long association with the River Street area, as Floyd's father, Albert H. Emerson (1861-1948), had been the foreman of the Chick Brothers factory for most of his life, starting when the factory was new. After Floyd's retirement in the late 1960s, the company was continued by his son Richard unit 1985. The Intervale Development Trust purchased the building in 1986.

Perkins & Bancroft, Architects

The Intervale Factory was designed by the Haverhill firm of Perkins & Bancroft (HWB 1/4/1890, p. 3). The partnership had been established only three years before by two young architects, James A. Perkins (1858-1940) and James Bancroft (1858-1905). The Bradford native, J. Merritt Bancroft, had received his training in a local architect's office, directly after graduating from high school. Perkins, born in Newbury, had worked in the office of the noted Boston firm of Ware & Van Brunt. Both were thirty-one years old in 1889 when their firm was one of three principal architectural firms at work in Haverhill. In the summary of the year's building activity reported in the Bulletin in 1890, Perkins & Bancroft were responsible for nearly one third of the buildings list (HWB 1/4/1890, p. 3). The firm has been predominantly known for its residential building. A recent architectural study of Haverhill identifies the firm as "responsible for most of the shingle style architecture in the city" (Architectural Heritage of Haverhill, p. 26); after Bancroft's death, Perkins continued working in Georgian and Colonial Revival styles. Their early factory building are relatively unknown. With the exception of the Chick Brothers factory, the pair designed not only the Intervale, but all the new factory buildings in this section of River Street. Of these, the Intervale was the earliest, and possibly their first essay into factory construction. It is also probably the oldest intact example of mill construction adapted to shoe factory design in Haverhill.

A "Revolution in the Construction of Shoe Manufactories"

In his summary of building construction in 1889, the editor of the Bulletin wrote that the year "marked an entire revolution in the construction of shoe manufactories" (HWB 1/4/1890, p. 3). It was, the paper had written several months earlier,

the first intelligent effort on the part of our citizens to build shoe manufactories which are adequate and suitable for the carrying on of the business. The new factories ... built ... on River and Hale streets mean

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Intervale Factory
Haverhill, Massachusetts

far more than the mere opening of new districts or the growth and extension of the business itself, great and important as these two factories are. They indicate that our shoe manufacturers have realized the advantage of an industry in one place; that this can be found only in a city, and that hence city factories, where all the work can be done under the immediate observation and control of the head of the establishment, are far preferable to either country factories, or the ancient custom of sending all the turned work out into the surrounding hamlets. [HWB 4/20/1889]

To understand the significance of this change, it is necessary to examine briefly the shoe manufacturing industry up to that time. In Haverhill, the shoe manufacturers had long been concentrated downtown (the area of the Washington Street Shoe District), where space was at a premium. Factories built prior to the Civil War were ordinary stores, three to four stories high, built in blocks of three to four stories in each block, with partitions between each store running to the roof. They were dark and poorly ventilated. As machines for doing different parts of the work began to appear, methods of manufacturing changed, and many of the manufacturers began to let out work to contractors, especially the stitching of uppers and the "making" of shoes. Express wagon known as "freighters" received boxes of unfinished shoes from the Haverhill factories to be carried to some country town in New Hampshire to be made up. Some fifteen to twenty freighters made trips to and from the city daily or several times per week, picking up on the homeward trip the finished shoes. Despite the fire which leveled the heart of Haverhill's shoe district in 1882, the shoe factories there were rebuilt on essentially the same lines as before. Thus, the larger, free-standing factories which began to be built in 1889 offered manufacturers the first opportunity to bring all their work under the roof, in light and airy working conditions that were a marked contrast from the conditions of the old factories.

As the first of these new buildings was erected, the Bulletin editor wrote lyrically of the implications of this new building form for the city:

Consider this well, ye property owners of Haverhill, and do all in your power to retain and keep up their high standard. Build for them light, airy, modern factories; established for them cooperative banks, parks, public libraries. Keep their wages up to the highest possible standard, for on them, the day laborers, depend the continuance of the present boom, and the future well-doing of this bright, enterprising, beautiful city of ours. [HWB 6/22/1889]

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Haverhill, Massachusetts

The free-standing factories had another advantage which made them attractive to their owners: mill construction. This method of building, employing heavy plank floors, and slow-burning structural beams and columns instead of light joists, had been in use in textile mills since the 1830s. There they had not only lessened complete disaster from fire, but lowered insurance costs. In Haverhill, however, because the shops had been small and closely packed, these methods had never been applied.

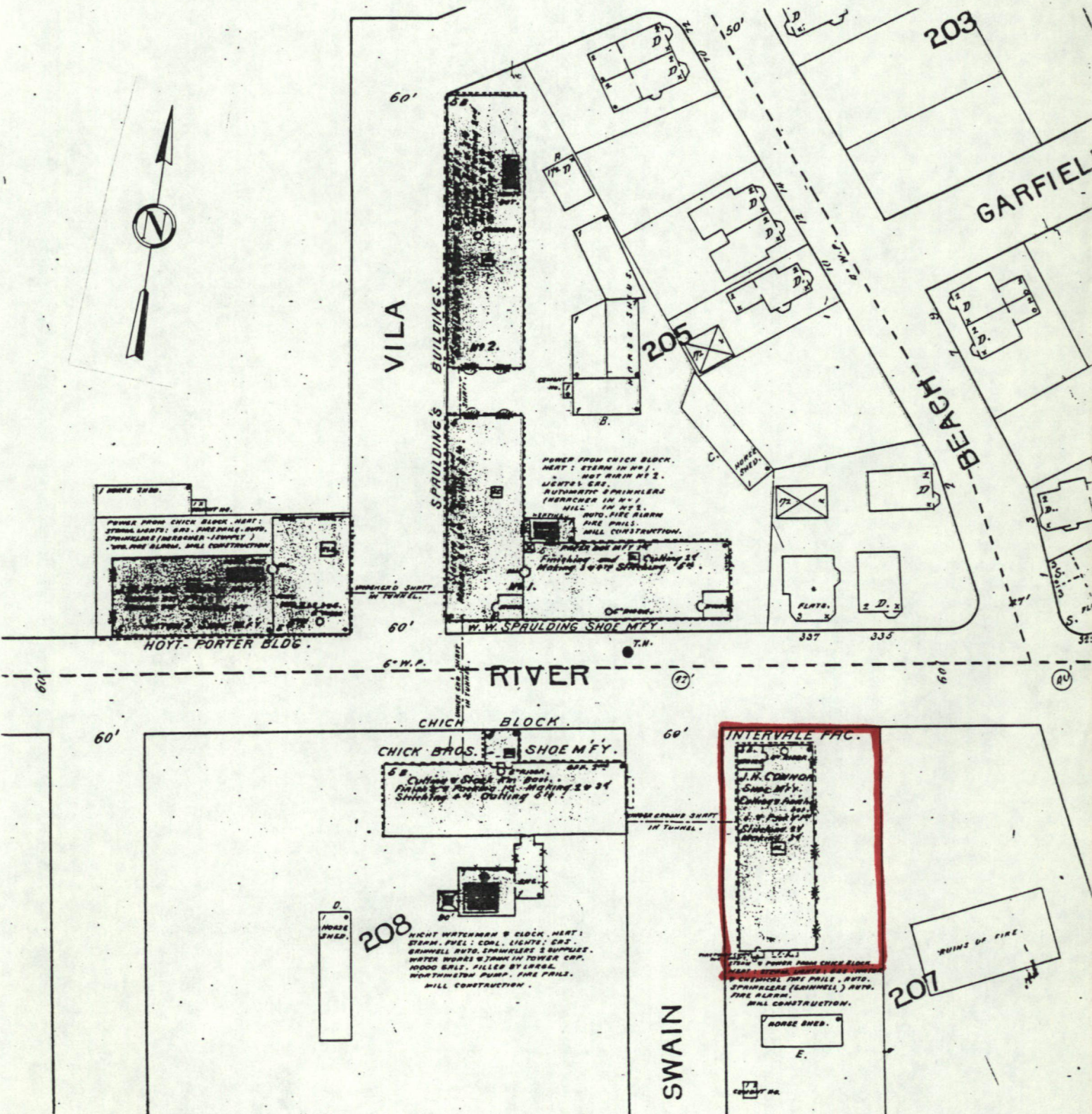
The first of the new factories to conform to "modern ideas and modern requirements," as the Bulletin editor described them, were two factories of Hale Street, erected in 1889, to the designs of Damon Brothers, architects, a prominent Haverhill firm (HWB 1/4/18909). These buildings have been replaced. The five-story Chick Brothers factory on River Street was begun in the Spring of 1889; this structure, as noted above, has been significantly altered by the removal of the tower and upper three stories. The fourth shoe factory to be constructed in 1889 was the Intervale Factory, begun in August of that year.

The Intervale Factory was thus among the earliest factories to be built in Haverhill in a rural setting. For the Bowley real estate interests who erected it on their own riverside lot, it may have recalled the sentiments of Haverhill's own native son and poet laureate, John Greenleaf Whittier (1807-1892), whose collected works had been published only the year before. Whittier's works frequently evoked the bucolic landscapes of a pre-industrial New England. Whittier, who lived most of his life in the Merrimac Valley, often wrote of the "storied value of Merrimac." The term "intervale" itself, popularized in the 19th century, was a word of New England coinage to describe a low level tract of land especially along a river. In the narrative poem "Mary Garvin" (1856), Whittier recalled the original wilderness of the Saco River and its fall through "the green lap of Conway's intervalles." Thus it is not unreasonable to believe that in christening the new factory "Intervale," its owners hoped to inspire working conditions free from the crowded, dark shops, and intoxicants that were so evidently a problem in the city center.

Intervale Factory, 402 River Street, Haverhill, Mass.

Detail from Sanborn Fire Insurance Atlas of Haverhill (1893), sheet 1.

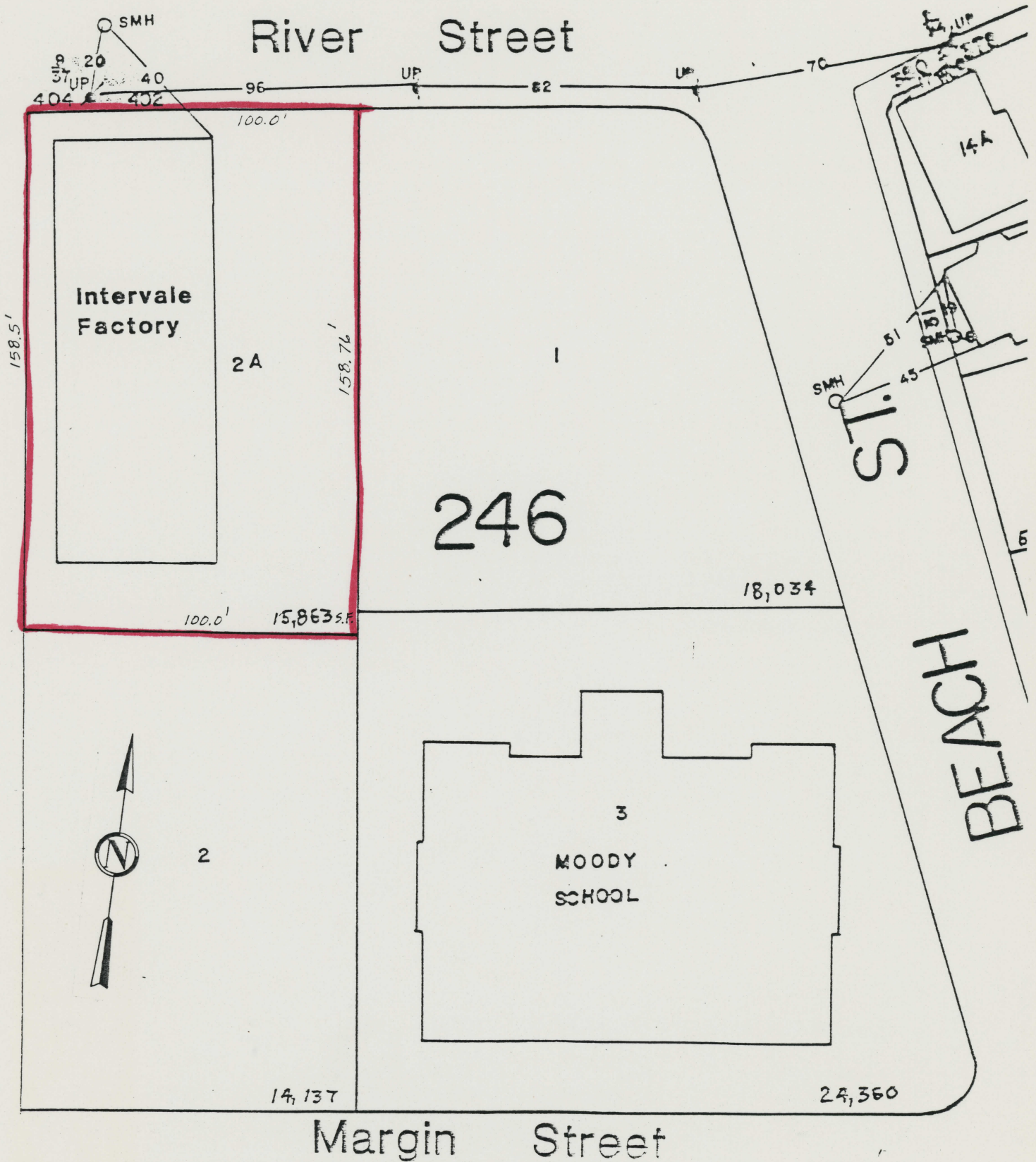
Scale: 1 inch = 80 feet



Intervale Factory, 402 River Street, Haverhill, Mass.

Detail of Block 246 from Haverhill Assessor's Map 505.

Scale: 1 inch = approx. 70 feet.



88000958

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Intervale Factory
Essex County
MASSACHUSETTS

Working No. MAY 31 1998
Fed. Reg. Date: 2/7/89
Date Due: 6/30/88 - 7/15/88
Action: ACCEPT 6-30-88
 RETURN
 REJECT
Federal Agency: _____

Entered in the
National Register

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name _____

2. Location _____

3. Classification	Category	Ownership Public Acquisition	Status Accessible	Present Use

4. Owner of Property _____

5. Location of Legal Description _____

6. Representation in Existing Surveys
Has this property been determined eligible? yes no

7. Description

- | | | | |
|------------------------------------|---------------------------------------|------------------------------------|---|
| Condition | | Check one | Check one |
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated | <input type="checkbox"/> unaltered | <input type="checkbox"/> original site |
| <input type="checkbox"/> good | <input type="checkbox"/> ruins | <input type="checkbox"/> altered | <input type="checkbox"/> moved date _____ |
| <input type="checkbox"/> fair | <input type="checkbox"/> unexposed | | |

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect

Statement of Significance *(in one paragraph)*

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature _____

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



Intervale Factory
402 River St., Hav., Ma

Howard Curtis (photographer) Oct., 1985
Haverhill Public Library

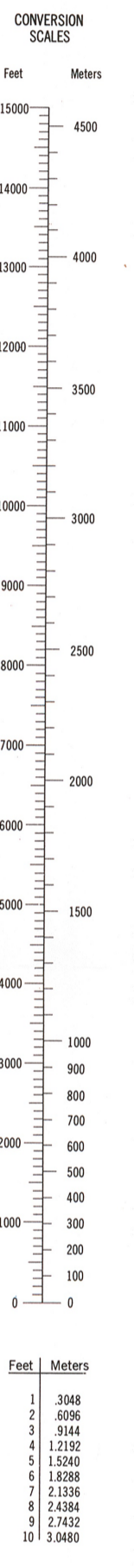
Photo 1/1
Northwest View, photographer facing
Southeast.

Intervale Factory
402 River St., Haverhill, Mass.

Photographer: Howard Curtis, October 1985
Negative: Haverhill Public Library

Photo: 1 of 1

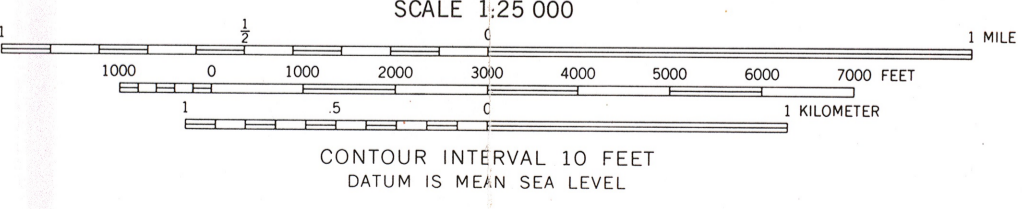
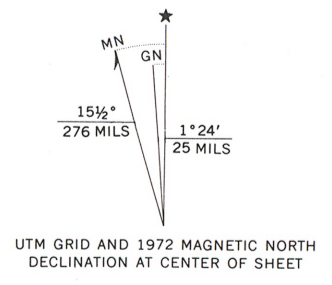
"Intervale Factory, Northwest Corner, View looking
Southeast"



Intervale Factory
402 River Street
Haverhill, MA
HAVERHILL quad
UTM Ref.: 19J328360/4736700

INTERVALE FACTORY
402 RIVER STREET
HAVERHILL, MA 01830
HAVERHILL QUAD
UTM: 19J28360/4736700
SCALE 1:25000

Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and Massachusetts Geodetic Survey
Topography in Massachusetts by plane-table surveys 1942
Topography in New Hampshire by photogrammetric methods from
aerial photographs taken 1953. Field checked 1955.
Revised from aerial photographs taken 1971. Field checked 1972
Polyconic projection. 1927 North American datum
10,000-foot grids based on Massachusetts coordinate system,
mainland zone, and New Hampshire coordinate system
1000-meter Universal Transverse Mercator grid, zone 19



ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U.S. Route
State Route

HAVERHILL, MASS.—N. H.
SE/4 HAVERHILL 15' QUADRANGLE
N4245—W7100/7.5

Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is uncheck
Red tint indicates areas in which only landmark buildings are shown

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



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MOOR & MOUNTAIN
65 PARK STREET
ANDOVER, MASS. 01870
TEL. 617-475-3665



May 27, 1988

Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
P.O. Box 37127
Washington, DC 20013-7127

Dear Ms. Shull:

Enclosed you will find the nomination forms for the following properties:

There are three properties in Boston:

Eliot Hall; 7A Eliot Street

First Church of Jamaica Plain; 6 Eliot Street

Greek Orthodox Cathedral of New England; 520 Parker Street

Haverhill, Intervale Factory; 402 River Street

Lincoln, Woods End Road Historic District; 68 Baker Bridge Road, 1, 5, 9,
and 10 Woods End Road

Lowell, Merrimack-Middle Streets Historic District (Boundary Increase);
Merrimack, Middle, Prescott, Central, and Market Streets;

A. Hocum Hosford Building HPCA# 10283MA

Vestry Building HPCA# 10207MA

D. L. Page Building HPCA# 1081MA

Quincy, Massachusetts Fields School; Rawson Road and Beach Street;
HPCA# 0570-84-MA

Massachusetts Historical Commission, Valerie A. Talmage, *Executive Director, State Historic Preservation Officer*
80 Boylston Street, Boston, Massachusetts 02116 (617) 727-8470

Office of the Secretary of State, Michael J. Connolly, *Secretary*

They have been voted eligible by the State Review Board and have been signed by the State Historic Preservation Officer. Owners were notified of pending State Review Board consideration 30-75 days before the meeting and were afforded the opportunity to comment. No comments have been received to date.

Sincerely,

Betsy Friedberg

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

BF/es

Enclosure

MAY 31 1988