

Project Report
Reconnaissance-Level Architectural Survey of Yarmouth, ME
MHPC Project ID# YPI2018
Phase One – 2018



Yarmouth, Maine
Historic Resources
Study Area
Phase 1



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Level of Survey: Reconnaissance

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Project Administration: Alexander Jaegerman, Town of Yarmouth Director of Planning & Development; Lynne Seeley, Chair, Yarmouth Comprehensive Plan Implementation Committee

Continuing Project?: This project is not a direct continuation of any earlier survey project. Available photographs from a 1974 survey completed by the (Yarmouth) Village Improvement Society (VIS) have been scanned and uploaded into CARMA on continuation sheets.

Previously completed survey forms from the following past survey projects were reviewed and incorporated as per MHPC's protocols provided in *Above Ground Cultural Resource Survey Manual Guidelines for Identification: Architecture and Cultural Landscapes Grant Funded Projects and Volunteer Projects*. The Route 1 Bridge Replacement survey forms were found on CARMA.

Survey Name	Date	Surveyor
Historic Resource Survey	1973	(Yarmouth, ME) Village Improvement Society (VIS)
Route 1 Bridge Replacement	2015, 2016	MDOT or MHPC Inventory numbers start with 496

I. EXECUTIVE SUMMARY

The 2018 Reconnaissance-Level Architectural Survey of Yarmouth, Maine was commissioned by the Town of Yarmouth Department of Planning & Development in December, 2017. The project included identification and reconnaissance-level survey of all of the historic structures (800 +/-) in an identified project area in Yarmouth, Maine. Identification of the individual structures to be surveyed was completed by me, Margaret Gaertner. Spreadsheets listing each structure, its address, and a note to indicate if it was constructed after World War II were created and provided to the photographers and surveyors.

The photography, survey, and data entry work was completed by a team of dedicated volunteers. Training for photography and survey was prepared and presented by Margaret Gaertner and the data entry training was provided by Michael Goebel-Bain of MHPC.

The surveyed structures included houses, barns, churches, bridges, dams, and objects such as memorials and water troughs. Most of the structures surveyed were residential, with carriage houses comprising the second most common type of structure found. A limited number of commercial buildings on Main Street and a few former mills on the banks of the Royal River were also surveyed.

The survey area contains nine properties already listed on the National Register of Historic Places. The listed properties include four residences, three churches, a former railroad station, and two buildings at North Yarmouth Academy.¹ This survey project has identified three potential districts and forty-six properties possibly eligible for individual listing.

¹ The North Yarmouth Academy listing has two buildings nominated as one property.

II. RESEARCH DESIGN AND BACKGROUND RESEARCH

A. Basis

The project was initiated by the Town of Yarmouth Department of Planning & Development as the first phase of a multi-year initiative to document historic architectural resources within the Town of Yarmouth. The focus of this 2018 survey project, known as Phase I, is to complete a reconnaissance-level architectural survey of the area commonly recognized as Yarmouth's "village core".

This project was funded by a grant from the Maine Historic Preservation Commission's Historic Preservation Fund, which includes funding from the U.S. National Park Service. The grant was procured by the Town of Yarmouth. Additional funding was provided by the Town of Yarmouth and also in the form of in-kind support (donated time) from the previously mentioned project volunteers, the Director and staff of the Yarmouth History Center, and the project consultant. Additional logistical support and technical expertise were provided by the Yarmouth History Center, the (Yarmouth) Village Improvement Society, the Comprehensive Plan Implementation Committee, and Maine Preservation.

B. Survey and Research Goals

The goal of the project is to identify and document all of the historic architectural resources (buildings, structures, sites and objects) built more than 50 years ago within the "Historic Resources Study Area". The Town will use this documentation as the foundation for the consideration of local regulatory and/or incentive-based measures to recognize, preserve and enhance the community's significant historic resources. The information will also be used to identify historic resources and areas deserving intensive-level survey work and that likely merit eventual nomination to the National Register of Historic Places.

In 1973-4, the (Yarmouth) Village Improvement Society (VIS) surveyed numerous buildings within the survey area. This early survey produced cards with essential historical information, a stylistic attribution and a black-and-white contact print of each property. Although the VIS survey cards do not align with those used by MHPC they are still a very valuable resource. The images and data are now forty-four years old and are useful for identifying alterations and additions to buildings. Many of these houses were also subsequently documented as part of VIS's historic marker program; the documentation for the marker program is in many cases quite in-depth.

C. Survey Boundaries

The survey boundaries for this project were provided by the Town of Yarmouth (see map, enclosed with this report). The study area focuses on the "Village Core" of Yarmouth. The heart of the village is Main Street, which runs northwest-southeast, and its side streets such as East Elm, York, School, Mill and Storer. At the eastern end of Main Street, where Main Street meets Mariana and East Main Streets, is the mouth of the Royal River. This area historically was an active shipbuilding site and is also included in the survey project boundary. South of the historic shipbuilding area is a more rural area along Lafayette and Gilman Streets, which were also surveyed.

As Main Street continues inland, one finds a second cluster of homes and structures adjacent to Main Street, between West Elm and Hillside Streets. These streets – Baker, Church, Cumberland – are also in the survey area. As Main Street continues further inland its name changes to West Main and the setting becomes gradually more rural.

D. Survey Methodology

1. Background Research: Research included review of historic atlases such as the 1871 *Beers Atlas of Cumberland Co., Maine*, and historic photographs found at the Yarmouth History Center and on-line at mainmemory.net. Exhibits at the Yarmouth History Center and its on-line exhibits at <http://www.yarmouthmehistory.org/yarmouth-history/> were also critical to developing an overall understanding of Yarmouth's development. A bibliography of additional sources is included in this report.

2. Field Research: Prior to beginning the field survey work, I created a list of all of the properties and individual structures in the survey area using the addresses and building information found in Yarmouth's on-line assessor's database (<http://gis.vgsi.com/yarmouthme/>). Properties were listed by their current address, as provided in the assessor's database. Additional structures on a property that required individual survey such as barns and freestanding garages were also identified using the assessor's database and entered into the spreadsheet. Buildings built after World War II were also noted on the spreadsheet so surveyors would know to complete the "Post-WWII Continuation Sheet" for those structures.

A "windshield" survey was made to confirm the addresses and the number of structures at each property. Most of the addresses were accurate and only a limited number of buildings had house numbers that did not match the assessor's information. For this survey project, the assessor's address, not the number on the house, was used. During the preliminary survey I found many barns that were not included in the assessor's database and these were added to the list. The initial spreadsheet identified 561 properties and 812 structures requiring survey. Each structure was given a unique survey map number. During the initial survey photographs were taken for incorporation into the training presentations for photographers and surveyors.

Photography and survey training was provided by consultant Margaret Gaertner and the actual field work was completed by a team of enthusiastic and dedicated volunteers coordinated by Katherine Worthing, Director of the Yarmouth History Center. Michael Goebel-Bain of MHPC provided CARMA training and the data entry of the field survey work was completed by volunteers and the staff of the Yarmouth History Center.

Photography A Powerpoint presentation was created explaining how to take photographs for architectural survey work. The presentation was illustrated with photographs taken in Yarmouth. Topics addressed included what to photograph, best time of year, good and bad lighting scenarios, filling the frame, and trespassing and privacy issues. The presentation also provided MHPC's requirements for the photographs including image size, resolution, format, etc. The photography volunteers attended one training session. A .pdf of the presentation was emailed to the photographers so they could reference it when needed.

Each volunteer photographer was provided with a list of every individual structure to photograph. A detailed list was critical as some properties had multiple structures, such as a house and an attached barn or a house and a freestanding garage, that required individual photographs. Assignments were divided by geography with an effort to giving each photographer a roughly equal number of buildings.

The Town provided digital cameras that the volunteers could borrow. The cameras turned out to be a good investment as all were pre-set to the correct image size and aspect ratio and the volunteers could focus on taking good photographs without fussing with camera settings.

Field Survey The survey training took two evening sessions. The first session covered the Historic Building/Structure Survey Form and also included the historic architectural styles found in Yarmouth. The second session covered completing barn forms, surveying garages, and completing the Post-WWII feature form. Powerpoint presentations illustrated with photographs taken in Yarmouth were made for each topic. A .pdf file of each presentation was emailed to the surveyors so they could reference the instructions when needed.

Each survey volunteer was provided with a pre-printed survey form on which to record the data. The survey forms had the address and the survey photograph pre-entered so there was no confusion in the field as to which building or structure to survey. Assignments were again divided by geography with an effort to giving each photographer a roughly equal number of buildings. Although tablets with wi-fi connections were available to borrow, the surveyors preferred to survey on paper.

Data Entry Michael Goebel-Bain of MHPC presented a training session covering CARMA for the data entry volunteers. Prior to the field survey, the data entry volunteers entered the survey map numbers and addresses for each structure and uploaded a photograph for each into CARMA.

3. File search: MHPC's files were not searched for lists of past survey projects completed in Yarmouth. These lists were abandoned after CARMA went online, so lists of properties surveyed post-2009 are not available and thus had to be looked up individually on CARMA. Lists of properties recorded in surveys commissioned by the Maine Department of Transportation are not available and those properties had to be looked up individually on CARMA. Yarmouth History Center staff located and downloaded all of the existing survey forms in Yarmouth from CARMA.

The CARMA on-line viewer was used to determine which additional properties had already been entered in CARMA. Survey forms from past survey projects found on CARMA were downloaded and reviewed by staff and volunteers at the Yarmouth History Center. The earlier survey forms were entered into CARMA as per the protocols in the MHPC Survey Manual.

E. Goals

1. The project area is the "Historic Resources Study Area" defined by the Town of Yarmouth. This area as shown on the map included with the RFP measures approximately 1.225 square miles or 784 acres. It was reduced slightly as explained elsewhere in this report.

2. This project will survey approximately 800 structures. The initial list was 812 structures however as the survey work progressed it was found several barns are actually modern additions and those structures were removed from the project.

III. SURVEY FINDINGS

A. Acres

The Yarmouth Planning & Development Office reports that there are 784 acres within the survey boundaries shown on the "Historic Resources Study Area" that was included with the RFP.

After the windshield survey and preliminary research were completed, I advised the Town via letter that the buildings on Bates and Summer Streets should be dropped from the project. Bates Street has seventeen properties and eighteen buildings (seventeen houses, one freestanding garage). Of the eighteen buildings, five are not fifty years old and would be noncontributing to a district due to their age. Six houses and the garage were built after World War II. Of the remaining six buildings, four are so heavily altered with replacement siding and inappropriately sized replacement windows that they would be non-contributing due to their lack of integrity of design, materials, workmanship and feeling. As half (nine) of the eighteen buildings are non-contributing due to age or lack of integrity, the street would not qualify to be part of a district. Removing these eighteen properties reduced the Study Area by 4.74 acres.

Bates Street is at the end of Summer Street. The "last" six houses on Summer Street – 60, 64, 65, 69, 72 and 80 Summer - should all be dropped from the survey as they are not 50 years old. 63 Summer is a nineteenth-century building and remained in the survey project. Removing these six properties reduced the Study Area by 1.57 acres.

The two streets are at the edge of the Study Area and their removal did not create a gap in the Study Area.

The last two houses on Sligo Road – 125 and 155 Sligo Road - were built in 1998 and 1992 and as they are not fifty years old they were also dropped from the project. This removed 7.18 acres from the Study Area. The two houses are at the edge of the Study Area and their removal did not create a gap in the Study Area.

The Town of Yarmouth added two cemeteries to the project, the Old Ledge Cemetery on Lafayette Street and the Pioneer Burying Ground on Gilman Road. The first cemetery has 2 acres and the second has .5 acres, adding 2.5 acres to the survey area.

Thus, the final acreage covered in the project was 773.01 acres.

B. Setting

Yarmouth Village has a small town setting at its core. Main Street and its adjacent side streets including West and East Elm typically exhibit uniformly dense development with freestanding structures on small lots.

As one moves away from the village core, along Portland Road, West Main and Gilman/Lafayette Streets the setting becomes more rural, although active agricultural use is rare.

Topography is generally flat, with one steep hill as Main Street approaches the mouth of the Royal River. Both Main and Marina Streets drop sharply east of their junction.

C. Number of Resources Recorded

547 properties and 773 individual structures were photographed, surveyed, and entered into CARMA.

D. Previously Recorded Properties

Maine Historic Preservation Commission staff kindly checked their files for older, paper surveys and found none. Yarmouth History Center staff found the following forty-five properties had already been surveyed and entered into CARMA. As History Center staff and the Town wished to add the information and photographs from the VIS cards into CARMA, they elected to resurvey many of the properties:

Address	Survey Date	Comments
80 Bridge Street	6/4/2015	Resurveyed and VIS card uploaded
80 Bridge Street - barn	6/4/2015	Resurveyed, as the house on same lot was resurveyed
81 Bridge Street	6/4/2015	Resurveyed and VIS card uploaded
100 Bridge Street	6/4/2015	Resurveyed and VIS card uploaded
100 Bridge Street- barn	6/4/2015	Resurveyed, as the house on same lot was resurveyed
121 Cleaves Street	5/18/2016	Resurveyed and VIS card uploaded
121 Cleaves Street -barn	5/18/2016	Resurveyed, as the house on same lot was resurveyed
121 Cleaves Street - garage	5/18/2016	Resurveyed, as the house on same lot was resurveyed
118 East Elm Street		Resurveyed and VIS card uploaded
124 Main Street	5/18/2016	Resurveyed and VIS card uploaded
128 Main Street	5/18/2016	Resurveyed and VIS card uploaded
129 Main Street	5/18/2016	Resurveyed and VIS card uploaded
141 Main Street - Russell Hall	5/18/2016	Resurveyed and VIS card uploaded
148 Main Street – Curtis Hall	5/18/2016	Resurveyed and VIS card uploaded
148 Main – Cutler Gymnasium	5/18/2016	Was included with Curtis Hall as they are one building.

Address	Survey Date	Comments
149 Main Street - Weld House / Headmaster's Residence	5/18/2016	Resurveyed and VIS card uploaded.
153 Main Street	5/18/2016	Resurveyed and VIS card uploaded.
158 Main Street	5/18/2016	Resurveyed and VIS card uploaded.
158 Main Street - barn	5/18/2016	Resurveyed, as the house on same lot was
162 Main Street	5/18/2016	Resurveyed and VIS card uploaded.
163 Main Street	5/18/2016	Resurveyed and VIS card uploaded.
167 Main Street	5/18/2016	Resurveyed and VIS card uploaded.
167 Main Street - garage	5/18/2016	Resurveyed, as the house on same lot was.
169 Main Street	5/18/2016	Resurveyed and VIS card uploaded. See 171 Main Street.
169 Main Street - barn	5/18/2016	Resurveyed, as the house on same lot was. See 171 Main Street.
185 Main Street	5/18/2016	Resurveyed and VIS card uploaded. See 179 Main Street.
185 Main Street - barn	5/18/2016	Resurveyed, as the house on same lot was. See 179 Main Street.
188 Main Street	5/18/2016	Resurveyed and VIS card uploaded.
189 Main Street	5/18/2016	Resurveyed and VIS card uploaded.
198 Main Street - building	5/18/2016	Resurveyed and VIS card uploaded. See 196 Main Street.
198 Main Street – memorial cannon	5/18/2016	No VIS card /no additional information. No visible change. Reused existing survey form.
215 Main Street (Merrill Memorial Library)	11/12/2003	Resurveyed and VIS card uploaded.
233 Main Street	5/18/2016	Resurveyed and VIS card uploaded.
251 Main Street	5/18/2016	Resurveyed and VIS card uploaded.
253 Main Street	5/18/2016	No VIS card /no additional information. No visible changes. Reused existing survey form.
261 Main Street	5/18/2016	Resurveyed and VIS card uploaded.
26 School Street	5/18/2016	No VIS card /no additional information. No visible changes. Reused existing survey form.
17 York Street	5/18/2016	Resurveyed and VIS card uploaded.
17 York Street - barn	5/18/2016	Resurveyed, as the house on same lot was resurveyed.
22 York Street	5/18/2016	Resurveyed and VIS card uploaded.
Main Street Bridge		Demolished/replaced with a modern bridge. Nothing historic to survey.

Bridge Street Dam		No VIS card /no additional information. No visible changes. Reused existing survey form.
Memorial Park		Parks not in scope of this project. Did not survey.
Soldiers' Monument		No VIS card /no additional information. No visible changes. Reused existing survey form.

The VIS survey work did not use MHPC forms. The VIS cards are useful as they record the buildings as they looked forty-four years ago.

E. Types of Properties

1. The surveyed areas included Main Street, which is a mix of commercial, ecclesiastical, and residential uses, and the residential neighborhoods on either side of Main Street. Main Street served as the commercial and civic heart of Yarmouth in the nineteenth century, while the adjacent neighborhoods were for residential use. These are residential areas, and the building stock here is typically wood-framed, single-family houses. In addition to the houses, one finds schools and churches that, unlike today, would have been within walking distance.

2. Most of the surveyed properties are mid-19th century residential structures in a small town setting; there are a limited number of mid-20th century infill structures. Most appear to have been built as single-family homes. Greek Revival is the most popular style, with Italianate second. Frame construction dominates, with a limited number of brick buildings. The churches are especially notable, each displaying high-style architecture and most with tall spires remaining in place.

3. Individual properties and districts found to be National Register-eligible as a result of this survey project are detailed in the next section of this report.

F. National Register Eligibility

1. The following properties are within the survey project area in Yarmouth and are already individually listed on the National Register of Historic Places:

- North Yarmouth and Freeport Baptist Meeting House (1796, 1825, 1837)
3 Hillside Street
Period of significance: 1750-1899
Applicable Criteria: A: Religion and C: Architecture
In very good repair, no visible alterations since listing.
- Ammi R. Mitchell House (c. 1800)
333 Main Street
Period of significance: 1800-1899
Applicable Criteria: B: Person (Dr. Ammi Mitchell, Dr. Eleazer Burbank) and C: Architecture
Comments: The building is in better repair than when listed (no peeling paint) but unfortunately the wood shutters have been removed. Integrity intact.
- North Yarmouth Academy: Russell Hall (1841) and Academy Hall (1847)

- 129 Main Street
 Period of significance: 1800-1849
 Applicable Criteria: A: Education and C: Architecture
 Well-maintained Greek revival academic buildings, no visible changes.
- Captain S. C. Blanchard House (1855)
 317 Main Street
 Period of significance: 1850-1874
 Applicable Criteria: C: Architecture
 Comments: Several outbuildings have been torn down, including a barn and garage, since the building was listed on the National Register. As the carriage house was mentioned in the Nomination, its loss does compromise the integrity of the house. The roof on the house was replaced with a historically inappropriate metal roof and deferred maintenance issues are visible. The building is likely still eligible for listing but these changes are compromising the integrity of design, materials, and feeling.
 - Captain Reuben Merrill House (1858)
 233 West Main Street
 Applicable Criteria: A: Maritime History and C: Architecture
 Period of significance: 1850-1874
 The house is in better repair than when it was listed. The handsome cast-iron fence at the street is a rare survivor.
 - Camp Hammond (1889-90) 275 Main Street
 Period of significance: 1875-1899
 Applicable Criteria: C: Architecture
 Comments: This building appears to be in better repair than when it was listed on the NR in 1978. The upper porch balustrade has been painted. Railings and steps at the porch deck have been replaced and landscaping attended to. While the new railings may not match their historic counterparts and likely had to be made taller than the originals to meet current codes, they do not detract from the appearance of the building.
 - Grand Trunk Railroad Station (1906)
 288 Main Street
 Period of significance: 1900-1924
 Applicable Criteria: C, Architecture
 Comments: The building is presently in better repair than when it was listed on the National Register in 1979. There are no visible changes since the listing, and the integrity remains intact. The building was recently sold, w/ preservation covenants, to a new owner.
 - Central Parish Church (1859-1860)
 97 Main Street
 Period of significance: 1850-1874
 Applicable Criteria: C, Architecture
 Comments: Well maintained, integrity remains intact. An asset to Main Street.
 - First Parish Congregational Church (1867-68)
 116 Main Street
 Period of significance: 1850-1874
 Applicable Criteria: C, Architecture

Comments: Well maintained, no visible changes since listing, integrity remains intact.

The Town of Yarmouth provided a list of buildings that MHPC had previously found to be eligible for listing on the National Register of Historic Places. This list had a mix of old and new addresses, several wrong addresses, and no photographs were included with the list, so identification of the buildings was a challenge.

The following buildings are in the project survey area and were previously determined by MHPC to be eligible for listing on the National Register of Historic Places. The survey forms for these properties have very minimal information and do not explain why the buildings were found eligible or give a period of significance. Many of the properties are discussed in more detail on the following pages. After each property is a note regarding alterations since the last survey as serious alterations would affect the property's eligibility:

- Royal River Manufacturing Co. Office and barn
80 Bridge Street
Eligibility discussed elsewhere in this report – see proposed Royal River Manufacturing District
- Royal River Manufacturing Co. Mill
81 Bridge Street
Eligibility discussed elsewhere in this report – see proposed Royal River Manufacturing District
- Holyoke-Loring House, Holyoke-Loring Barn
100 Bridge Street
Eligibility discussed elsewhere in this report
- Royal River Manufacturing Co. Dam
Eligibility discussed elsewhere in this report – see proposed Royal River Manufacturing District
- 60 Gilman Road
Eligibility discussed elsewhere in this report
- 509 Lafayette Street
Unchanged since last survey; still eligible
- John Sargent House
124 Main Street
Unchanged since last survey; still eligible
- NYA - Dole House
128 Main Street
Unchanged since last survey; still eligible
- Cutler Building, Curtis Building, Stafford Auditorium
148 Main Street
Unchanged since last survey; still eligible
- Allen H. Weld House, barn
149 Main Street
Unchanged since last survey; still eligible
- David Shepley House
153 Main Street

- Unchanged since last survey; still eligible
- Silvanus Blanchard House, barn
158 Main Street
Eligibility discussed elsewhere in this report
- Payne Elwell House
162 Main Street
Unchanged since last survey; still eligible
- 163 Main Street
Unchanged since last survey; still eligible
- 167 Main Street, house and barn
Unchanged since last survey; still eligible
- 169 Main Street (correct address is 171 Main Street), house and barn
Unchanged since last survey; still eligible
- 185 Main Street (correct address is 179 Main), house and barn
Unchanged since last survey; still eligible
- Yarmouth Post Office
188 Main Street
Unchanged since last survey; still eligible
- Casco Lodge
189 Main Street
Eligibility discussed elsewhere in this report
- Artillery piece / memorial cannon
198 Main Street (correct address is 196 Main Street)
Unchanged since last survey; still eligible
- American Legion
198 Main Street (correct address is 196 Main Street)
Unchanged since last survey; still eligible
- Merrill Memorial Library
215 Main Street
Eligibility discussed elsewhere in this report
- Yarmouth Post Office
233 Main Street
Unchanged since last survey; still eligible
- 17 York Street – house and barn
Both are unchanged since last survey; still eligible
- 22 York Street
Unchanged since last survey; still eligible

As a result of this survey project the following properties have been preliminarily identified as individually eligible for listing on the National Register:

81 Bridge Street The appearance of the extant mill at 81 Bridge Street dates to a ca. 1857 reconstruction after a fire. In 1857, the mill was sold to the Royal River Manufacturing Company, which made cotton thread and seamless grain bags. The tower was enlarged around 1885. The mill remained in operation until the early 1950s. This building is eligible for listing as

it was an important employer and center of manufacturing in Yarmouth (Criterion A) and also for its architecture (Criterion C).

100 Bridge Street The house and barn at 100 Bridge Street were built by Phillip Kimball, who owned the mills across Bridge Street. This high-style Greek Revival has a sophisticated facade design with four, bold pilasters dividing the facade into three bays. The property has a high degree of historic integrity. It is eligible both for its Architecture (Criterion C) and for its association with Phillip Kimball and the development of the mill complex at 81 Bridge Street (Criterion A).

3 Church Street This small building is well-preserved and retains exuberant detailing and contrasting shingle siding. It is eligible for its architecture (Criterion C) and possibly for its role as a store that served the commercial needs of the neighborhood (Criterion A).

3 Cumberland Street The house and barn at 3 Cumberland Street are significant both for their architecture (Criterion C) and for their ties to Yarmouth's history (Criterion A). The house is a well-preserved example of a side-hall plan Greek Revival with a bold cornice at the rake and eave and pilasters with recessed panels and capitals. The house also has ties to local history: the house was built by Jeremiah Loring of West Elm Street and resident Capt. Joseph Bucknam was from a family of local sea captains.

27 East Elm Street, an early wood-framed duplex residence with two attached barns, is eligible for listing on the National Register under Criterion C: Architecture. The house is very well preserved and is interesting and unusual as not only is it an early example of a duplex, it also retains two attached barns.

43, 60 and 75 East Elm Streets are each an excellent and well-preserved example of a Queen Anne-style residence and thus may be eligible for listing on the National Register under Criterion C: Architecture. The integrity of the interiors requires confirmation.

35 East Main Street is a well-preserved Greek Revival house with a full-width porch and many original features on the front façade. The exposed brick basement level may have been used as a store. Shipbuilder Jeremiah Baker lived here from 1857 until about 1871. The setting has changed with the construction of the highway but the integrity is intact otherwise. This house is eligible as a well-preserved example of Greek Revival domestic architecture (Criterion A), association with shipbuilder and selectman Jeremiah Baker (Criterion B), and for associations to shipbuilding and commercial trade in Yarmouth (Criterion C).

38 East Main Street is significant as it was built by shipbuilder Albion Seabury (Criterion B), owner of one of the major shipbuilding yards in Yarmouth. Although it is only in fair condition, it appears to retain original windows and clapboard siding and have a high degree of integrity.

43 East Main Street is significant for its associations with several early business owners in Lower Falls. Original owner Jonathan True was a clothier at the Lower Falls. Later owners included Dr. David Jones and shipbuilder David Pratt, one of the earliest of Yarmouth's shipbuilders. Original windows, siding, and trim all remain and the house has a high degree of historic integrity.

49 East Main Street was moved to this site in 1817 by Maj. Daniel Mitchell and later expanded by Daniel L. Mitchell. The house is significant for its architecture as an example of a well-preserved Federal house (Criterion C). The nine-over-six windows, entry door and surround, trim, and siding are all original. Additional research may reveal additional areas of significance.

51 East Main Street has ties to local history (Criterion A). Former owner William Stockbridge was a prominent merchant, ship owner, and town treasurer. The house was later operated as the Royal River Inn until the 1940s. The house is also a well-preserved example of a Federal-style home that retains its original windows, trim, and siding and thus is also eligible under Criterion C.

56 East Main Street has two connections to local history (Criterion B). The house was probably built by Lebbeus Bailey, a clockmaker, and was later associated with shipbuilder Albion Seabury (although 38 East Main may have a stronger connection to Seabury; additional research is needed). The house is also eligible for listing for its architectural significance (Criterion C). Surviving historic architectural details include clapboard siding, nine-over-six sash, and an entry door with sidelights and a louvered fan.

60 Gilman Street was the home of Ammi Cutter, the first pastor of the first meetinghouse in North Yarmouth (now Yarmouth). The well-preserved house has an attached barn. The main house has a hip roof, bold chimneys, clapboard siding, entry door surround, and six-over-six sash. While some sections and outbuildings are clearly newer, the house retains historic feel and character. The house is significant for its connections to Yarmouth's earliest surviving settlement (Criterion A) and its Federal-style architecture (Criterion C).

108 Main Street was built as a general store by Ammi Storer and has housed a number of businesses important to Yarmouth's development including several pharmacies, such as Rowe's and Vaughan's Pharmacy (Criterion A). The building is likely also eligible for listing on the National Register for its architecture as a well-preserved example of a mid-nineteenth century commercial building with Italianate details (Criterion C).

124 Main Street is a well-preserved, large-scale Federal house that retains its original entry door with a louvered fan and sidelights; nine-over-six, wood windows; clapboard siding; and wood shutters. The house is significant for its architecture (Criterion C) and possibly for its association with John Sargent, a local tailor (Criterion A or B).

158 Main Street is a well-preserved, brick house with Italianate and Greek Revival details. It also has an original attached barn. In addition to having significant architecture (Criterion C: Architecture), the house is also significant for its strong connections to Yarmouth's shipbuilding past as Sylvanus Blanchard (Criterion B) of the Blanchard Brothers shipyard built the house.

189 Main Street is the former Casco Lodge Masonic Hall. It is significant both for its well-preserved Italianate architecture (Criterion C) and for its role in the social history of Yarmouth (Criterion A).

215 Main Street is a library building that is eligible per Criterion C for its high-style Colonial Revival Architecture. The building was designed by architect A. W. Longfellow and dedicated in 1905. It also eligible under Criterion A for its role as a center for learning and education in Yarmouth.

251 Main Street This high-style Italianate house was built by ship owner Cyrus Foss Sargent. The house retains many Italianate details: quoins, brackets, and attached porches at each side. The house is eligible as a well-preserved example of the Italianate style (Criterion C).

326 Main Street (house) Built for Captain Eben York, this house became the Sacred Heart Rectory in 1910. This house is eligible for listing on the National Register as a well-preserved example of the Italianate style (Criterion C). Nice Italianate details throughout (quoins, brackets, cornices) although the windows have been replaced.

326 Main Street (Church) This well-preserved church was built ca. 1920 with granite quarried in North Yarmouth. Eligible for listing for its architecture (Criterion C).

330 Main Street Preliminary research suggests this house has many recorded connections to Yarmouth history (Criterion A). Windows have been replaced with vinyl replacements; other aspects of integrity remain intact.

347 Main Street is significant for its association with Capt. Richard Harding, a sea captain, town clerk, and state representative (Criterion B). The house has a high degree of integrity and retains Italianate details including brackets at the cornice and porch, a projecting bay window, a round window in the gable end, and twin side porches. The house is also eligible for listing as a well-preserved example of Italianate domestic architecture (Criterion C).

355, 357 and 359 Main Street This brick commercial block has a granite storefront. The building is significant both for its architecture (Criterion C) and for its long-standing role as the commercial/retail heart of the Upper Village (Criterion A).

358 Main Street This building is significant both as an example of a historic retail building (Criterion C) and for its role hosting a variety of commercial interests (Criterion A) that represent Yarmouth's development as a town. Jeffards operated a harness shop here and the building later served as the Yarmouthville post office (c. 1915).

35 Pleasant Street The house and attached barn at 35 Pleasant Street are eligible for their association with Giles Loring, one of Yarmouth's most important shipbuilders (Criterion B). They also represent a well-preserved example of a connected house-ell-barn with handsome Greek Revival details (Criterion C).

50 Pleasant Street was built by Daniel M. Stubbs ca. 1859 and purchased by photographer C. G. Gooding 1864. This well-preserved side-hall Greek Revival has many original details including clapboard siding, pilasters, cornice, original windows and an attached barn. The primary facade is charmingly asymmetrical. The house is eligible for listing for its architecture (Criterion C) and association with Gooding (Criterion B).

51 Pleasant Street is a well-preserved, brick house with Federal details. In addition to its architecture (Criterion C: Architecture), the house is significant for its strong connections to Yarmouth's seafaring and shipbuilding past (Criterion A): Enos Chandler, mariner; Lyman Walker, master shipwright; and shipbuilder Giles Loring all owned the house. Additional research may reveal that the house is eligible for its association with one of these people (Criterion B).

85 Pleasant Street This well-preserved, center hall Greek Revival house with original cornice, pilasters, door surround, and windows has a high degree of integrity. The house is eligible both for its architecture (Criterion C) and its strong connections to local history. Original owner Henry Hutchins was a yeoman and later a shipbuilder with Hutchins and Stubs.

97 Pleasant Street This well-preserved Greek Revival has a bold door surround, entablatures at the windows, pilasters, cornice and is eligible for listing under Criterion C. The side ell has the same level of detail.

125 Pleasant Street is a well-preserved, high-style Greek Revival house with details including an entry surround with a tablet and sidelights. Retains original clapboard siding, bold pilasters and cornices. Also has an attached barn. Eligible for its architectural significance (Criterion C).

12 Portland Street is a historic schoolhouse eligible for listing both for its architecture (Criterion C) and its role in the education of Yarmouth's youth (Criterion A).

17 Portland Street is eligible for listing for its association with Ammi Storer, a local businessman and the original owner of the "Brick Store" at the corner of Main and Portland Streets (Criterion B). Storer built this house on Portland Street shortly after 1867.

23 Portland Street is a well-preserved Italianate/Greek Revival hybrid that retains wood clapboard siding, pilasters, cornices, a hood on brackets over the entry door and original windows. The house and attached barn are eligible for listing under Criteria C as an example of a well-preserved, mid-nineteenth century house in a hybrid style.

29 Portland Street The house and barn at 29 Portland Street are eligible for listing as an example of a well-preserved, Greek Revival house.

34 Portland Street is a well-preserved, high-style Italianate residence with original details including bold quoins and brackets. It is eligible for listing on the National Register as a well-preserved example of Italianate architecture (Criteria C). It may also be eligible for its association with owner Gad Hitchcock, a painter (Criteria B).

61 Portland Street The house and barn at 61 Portland Street are historically significant for their architecture (Criterion C) and possibly for their association with shipwright Davis Moxcey (Criterion B: Person). The buildings are well-preserved and have a high degree of integrity. The house is a simple cape that retains clapboard siding, nine-over-six windows and original entry with a fan over the door. The attached barn has a side shed.

The house and barn at **115 Portland Street** are significant both for their architecture (Criterion C) and for their many connections to Yarmouth history (Criterion A). This was the largest house in town for many years after its construction. The house was built in 1810 by Col. Seth Mitchell, later occupied by Deacon John Webster in 1820, and still later inhabited by Captain Eben Lane and his son-in-law Irving True. Eben Lane ran the building as a tavern from 1857 until after 1871. Historian William Rowe states the house was the meeting place for the North Yarmouth Light Infantry. They drilled in the open field across the road. The exterior has some alterations – the windows have been replaced, modern shutters installed - but overall, the historic integrity remains.

159 Portland Street is a well-preserved example of a big house-little house-back house-barn connected farm building. The “big house” is a cape with high style Greek Revival details including oval windows framed with garlands set in the cornice. It is eligible for listing for its architectural merit (Criterion C: Architecture).

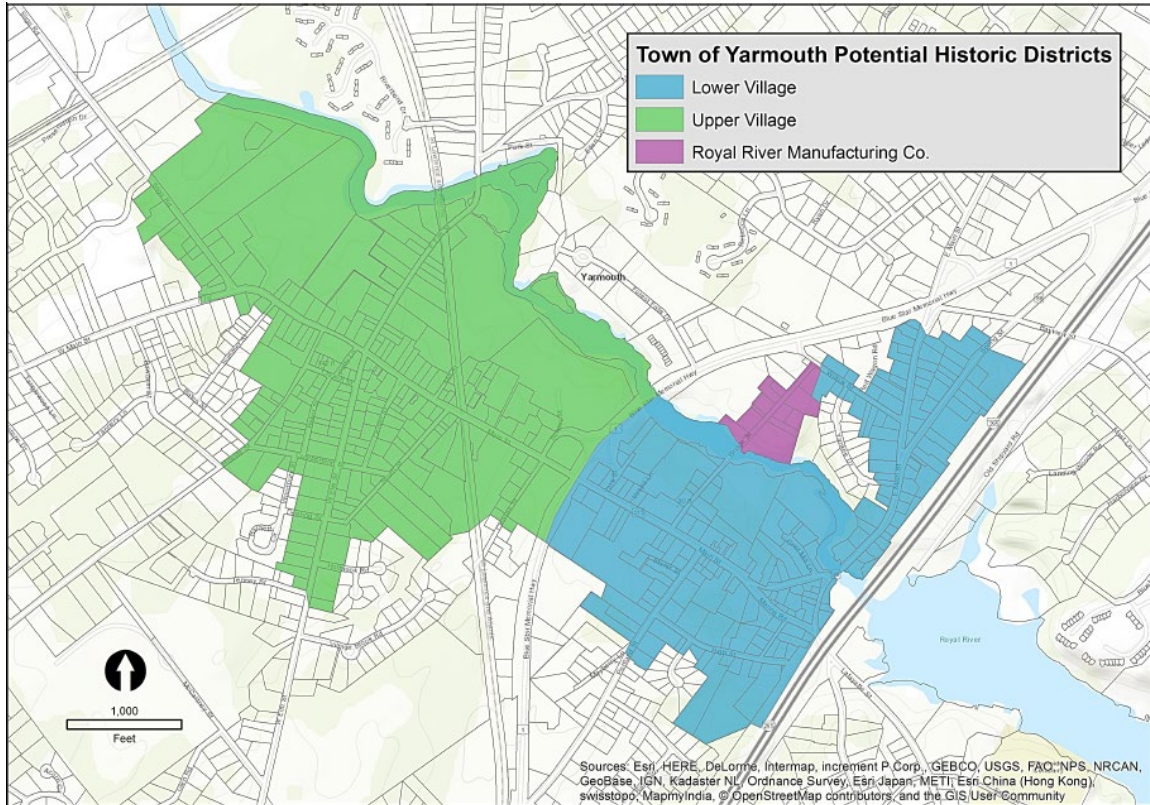
25 South Street This well-preserved, gable-front Greek Revival retains its original entry, pilasters, cornice and is eligible for listing on the National Register for its architectural significance per Criterion C. The house also has strong ties to Yarmouth history that merit additional research. The house was built by Dr. Lewis Whitney in 1849 and purchased by Capt. Joseph R. Curtis, a sea captain, in 1850. The house remained in the Curtis family until 1983. The house has a detached barn and large, newer ell at the rear.

49 South Street is historically significant for its association with Perez Blanchard, one of the three Blanchard brothers, all ship captains and ship builders (Criterion B). The Greek Revival house retains many details - an attached porch at the front entrance, a full-width porch at the side, and bold pilasters and cornices - and has a high degree of historic integrity. It is also eligible for listing as an example of a well-preserved Greek Revival house (Criterion C).

62 South Street is a well-preserved Queen Anne style house eligible both for its architecture (Criterion C) and for its association with Frederic Gore, a chemist and manager at the Forest Paper Company (Criterion B).

Potential National Register Districts

In addition to the above-listed eligible properties, three potential National Register Historic Districts have been identified. They are **Lower Village Historic District**, **Upper Village Historic District**, and **Royal River Manufacturing Company Historic District**. These potential districts are described below with approximate boundaries shown on the following map:



Potential National Register Districts

Lower Village Historic District This potential Historic District is centered around the former shipbuilding industry at the mouth of the Yarmouth River. There are no visible remains of the many shipyards that once filled the harbor but the many high-style Federal houses and later Greek Revival homes along the lower end of Main Street and East Main Street remain to attest to the great wealth the shipyards generated. Marina Street is lined with smaller-scale houses that represent the working-class employees of the yards. The construction of I-295 physically severed the houses from the waterfront and the site of the former shipyards and serves as the southeastern boundary of the District. This potential district includes the following streets. Where “all” is noted, this means all of the street within the survey area, not any portion of that street that extends beyond the survey project boundary:

- East Main Street to its intersection with Bayview Street; all of High Street; High Street (all); Main Street, from 1 Main Street to its intersection with Route 1; Marina Road (all); Mayberry Lane (all); 16 Rocky Hill Road; Spring Street, from 1 Spring Street to 104 Spring Street; Portland Street, from its intersection with Main Street to 90 Portland Street; Spring Street (all); Storer Street (all); Willow Street, from East Main to Bridge Street; York Street (all).

The length of Lafayette Street between I-295 and Main Street is not included as the majority of the buildings on this street are heavily altered and lack integrity. I-295 forms an obvious boundary along the eastern edge of this proposed District.

The Period of Significance for this proposed District 1800 is through 1925. 1810 marks the approximate year when the shift inland from the early settlement on Gilman Street began and 1925 was the year the last ship was built in Yarmouth and thus marks the end the shipbuilding era.

Upper Village Historic District Historically, this area developed around the Baptist Meeting House on Hillside Street. Over time the settlement expanded eastward along Main Street. Today, this historic district is centered at the intersection of Main Street and East and West Elm Streets. Main Street was the retail and commercial core of this village while the side streets are lined with houses and the occasional church building.

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

This proposed District includes:

All of Baker Street, Center Street, Church Street, Cumberland Street, Hillside Street, and South Street; Cleaves Street, from Main Street to 48 Cleaves Street; East Elm Street, from Main Street to 103 East Elm Street; Main Street, from the Route One overpass to its intersection with West Main Street; Sligo Road, from its intersection with West Main to 63 Sligo Road; West Elm Street, from its intersection with Main Street to 167 and 178 West Elm Street; West Main Street, from its start to the railroad tracks.

Please note that where “all” is noted, this means all of the street within the survey area, not any portion of that street that extends beyond the survey project boundary.

The Period of Significance is 1790, the approximate date of the settlement of this area, through 1923, the year the Forest Paper Company closed and effectively ended development in this area.

Royal River Manufacturing Company Historic District This potential district includes a brick mill complex, several residential buildings, two boarding houses, three barns, and one dam. All of these structures were historically associated with the mill. The complex is significant for its role in Yarmouth’s industrial history and for its role as a major employer in the Town.

81 Bridge Street, the Royal River Manufacturing Company, is a brick mill complex on the Royal River. It is an important contributing building to the District. Other buildings in the District are the house and barn at 100 Bridge Street, both built by mill owner Phillip Kimball. 80 Bridge Street, which was once the office for the complex, and its barn are also part of the proposed District. 107 Bridge Street and 109 Bridge Street were built as boarding houses for the mill workers and also contribute to the District. 107 Bridge Street has a barn that although altered still contributes. 125 Bridge Street and its barn were also built by Kimball and likely should be

included in the District. 43 Bridge Street, a side-hall plan Greek revival also had an association with the mill and likely should be included with the District although further research is needed.

The Period of Significance for the Royal River Manufacturing Company Historic District is 1840-1950. These dates mark the construction of the first mill and other related, surviving buildings in the District and the date when manufacturing in the mill ceased.

G. Threats

Development pressure has led to the alteration or loss of buildings along Main Street. The Town of Yarmouth is keenly aware of this threat and is investigating demolition delay ordinances, a historic district, and other means of managing these threats. This survey project is the first step in gathering the data necessary to appropriately plan for such measures.

Historic barns are character-defining elements in the streetscape that deserve the same level of attention and protection as houses. Many of Yarmouth's barns have been converted into residential use in ways that compromised the integrity of design and feeling. When barn and hay doors are removed and fenestration on visible facades is altered, the barn no longer reads as a barn. When the Town considers ordinances and design guidelines, appropriate protections and treatments for barns should be included.

H. Recommendation for Future Work

The three identified potential National Register Historic Districts merit intensive-level survey and (likely) nomination to the National Register as three, distinct districts.

Yarmouth has clusters of well-preserved, Post-WWII housing stock. These houses post-date the Period of Significance for the three proposed Historic Districts. These houses seem to suggest a mid-20th century period of development in Yarmouth. It is not clear if the demand reflects specific, local events such as people moving to the suburbs and commuting to Portland, or the arrival of a new source of jobs in Yarmouth. These homes may reflect the general demand for housing after World War II.

I. Data Repository

For this Reconnaissance-Level Architectural Survey of Yarmouth, Maine, the surveys and photographs have been entered into CARMA, where the public can access them via the internet. CDs with all of the photographs and the Index to Photographs have been provided to MHPC, the Town of Yarmouth, and to the Yarmouth History Center. Hardcopies of the survey forms will be provided to the Town of Yarmouth, MHPC, and the Yarmouth History Center.

IV. BIBLIOGRAPHY

Aldredge, Amy. *Images of America: Yarmouth Revisited*. Charleston, SC: Arcadia Publishing, 2013.

Beers, F.W. *Atlas of Cumberland Co., Maine*. New York: F. W. Beers & Co., 1871.

Exhibits and Collections of the Yarmouth History Center.

The History Center has many historic photographs in its collections (Collection 21). They have at least a half-dozen photographs of the working shipyards which provide a sense of the scale of the operations, an understanding of how many utilitarian buildings have been lost, and what the area felt like before the construction of I-295.

The History Center also has a series of photographs taken in the 1870s (also in Collection 21) that show many of the public buildings in Yarmouth, including buildings at North Yarmouth Academy and churches on Main Street. A view of the Forest Paper Company mill with Elm Street in the background records both the extent of the former mill complex, the staggering amount of wood the mill required, and the scale of the mill. The exhibits at the History Center provide an excellent overview of Yarmouth's history from settlement through development.

Garniss, George W. *Profiles of Yarmouth Heritage*. Yarmouth ME: Yarmouth Historical Society, 1967.

Hall, Allen M. *Images of America Yarmouth*. Charleston, SC: Arcadia Publishing, 2002.

Maine Memory Net.

Sanborn Maps. Yarmouth, Maine. 1903, 1911. Accessed online at the Maine Historical Society.

Yarmouth History Center website, <http://www.yarmouthmehistory.org/> The following essays were referenced:

“Royal River and the Mill” <http://www.yarmouthmehistory.org/royal-river-and-the-mill/>
“Settlement Patterns and the Split of the Town”
<http://www.yarmouthmehistory.org/settlement-patterns-and-the-split-of-the-town/>
“Shipbuilding in Yarmouth” <http://www.yarmouthmehistory.org/shipbuilding-in-yarmouth/>

V. HISTORIC CONTEXT STATEMENT

Yarmouth, Maine, then called North Yarmouth, was first settled in the 1630s and again in 1679. King Philip's War forced the abandonment of the first settlement and King William's War led to the desertion of the second. Any remains of these earliest settlements would be found in archeological sites.

The third, and the earliest permanent, settlement in Yarmouth began about 1715. It was on modern-day Gilman Road, near the intersection with Route 88. This settlement had houses; a church, known as the Meeting House Under the Ledge, built in 1729 or 1730; a school; a tavern; and a cemetery. Little remains of this settlement beyond the Old Ledge Cemetery and the Ammi R. Cutter House at 60 Gilman Road.² This early village was abandoned as people moved inland and settled near the intersection of Main and Bridge Streets. The Congregation built a new meetinghouse on Main Street in 1818 and the Church Under the Ledge was torn down in 1833.

² Aldrege, 10 and Hall, 4.

What today is known as Yarmouth Village actually developed as two, distinct villages each with its own homes, shops, businesses and churches. The first of these two villages, sometimes known as Falls Village or the Lower Village, was the area that developed around the historic shipbuilding industry at the mouth of the Royal River. This area includes Lower Main Street, East Main Street, Pleasant, Marina, and the south end of Spring Streets. It continued inland (east) along Main Street a little beyond the intersections with Portland Road and Bridge Streets. Beyond Bridge Street was a stream that routinely flooded, rendering the land along it impractical for development. Historically, this marshy area marked the end of the Lower Village while today Route One, in approximately the same location, provides the boundary.

The move inland began in the late-eighteenth and early-nineteenth centuries and several homes remain from this early period. The c. 1792 Payne Elwell House is an example of an early vernacular residence. This simple, center-hall plan house retains clapboard siding and nine-over-six sash. A larger, grander, Federal-style example is the John Sargent house, at 124 Main Street. This large, ca. 1825 house has an entry door with a louvered fan and sidelights, and a massive center chimney. The house also retains its clapboard siding, nine-over-six sash, and wood shutters, although the shutters are hung upside down.

The Lower Village was centered around a thriving shipbuilding industry that was at its peak between 1850 and 1875. The four major shipyards at that time were Hutchins and Stubbs, in operation from 1851-1884; Blachard Borthers; Lyman Walker; and Giles Loring.³ Other shipbuilders were Ingraham, Sargent, Poole, Chadsey, Cobb, and Seabury. Three hundred ships in a variety of styles and shapes were built at the Yarmouth shipyards.⁴ Giles Loring launched the last major Yarmouth-built ship in 1890 and production of smaller vessels continued through 1925.⁵

Although the shipyards are gone, the wealth they generated is represented in the many grand homes in this area. 51 Pleasant Street, a large, brick house, was built by mariner Enos Chandler and later owned by shipbuilder Giles Loring and then by yet another shipbuilder, Lyman Walker. Walker was possibly the most prolific shipbuilder in Yarmouth. Between 1841 and 1874, his yard produced more ships than any other in Yarmouth.⁶ Pleasant Street was home to many shipyard workers, although only a few of these houses remain. 85 Pleasant, built by shipbuilder Henry Hutchins, and 35 Pleasant Street, built by shipbuilder Giles Loring, are both well-preserved examples of a smaller home. Both were built in 1848.

As the scale of the shipbuilding grew, a variety of other businesses were started both to support the shipbuilding and to serve the residents in the area. Craig's sawmill was at the Falls.⁷ Other businesses in the Lower Village included Richards & Seabury General Store and a fish market.⁸

³ "Shipbuilding in Yarmouth," available at <http://www.yarmouthmehistory.org/shipbuilding-in-yarmouth/> Accessed 15 June, 2018.

⁴ Garniss, 8.

⁵ Garniss, 11.

⁶ Hall, 53.

⁷ Garniss, 9.

⁸ Hall, 48.

The 1871 Beer's Atlas shows a brickyard, the J. W. Lawrence Store, at least three shipyards, a sawmill, Mrs. Bisbee's store, and unidentified shops.

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

A second mill site was at the second of Yarmouth's four falls. A cotton mill was first built on this site in the late 1840s. The appearance of the extant brick mill building (81 Bridge Street) reflects its reconstruction after a fire in 1855 and later 19th-century additions. In 1857, the mill was purchased by the Royal River Manufacturing Company and used as a textile mill for spinning a variety of coarse and fine yarns and making seamless grain bags. The mill employed an average of 50 people, of whom many were of French-Canadian descent. The mill is a contributing structure to the District, as is the dam across the Royal River that provided the water power for the machinery in the mill.

The second village was further inland, on either side of Main Street where it intersects West Elm and East Elm Streets. This area was referred to by several names including Corner Village or the Upper Village. Historically it was centered around the former Baptist Church on Hillside Street. Today, this area is centered around the intersection of East and West Elm Streets and Main Street. It extends west to roughly the point where West Main and Sligo Roads split, north along East Elm Street to the Royal River, east to the railroad tracks, and south to Cumberland Street.

The anticipated arrival of the Atlantic and St. Lawrence Railway (later the Grand Trunk) in 1848 caused a small building boom in the area around the future depot.⁹ Eventually two railroads, the Grand Trunk and the Maine Central, would intersect just outside of the Upper Village.¹⁰

The Upper Village had wood-framed residential buildings and the occasional church on the side streets and a mix of commercial, residential and religious buildings along Main Street. The ca. 1862 "Brick Block" at 355, 357, and 359 Main Street has been home to many retail businesses since its construction. Across the street, 356 and 358 Main Street are two other examples of early retail buildings, although not as well preserved.

The major industries in the Corner Village were potteries in the early-nineteenth century and paper (pulp) mills in the mid- to late-nineteenth century. Cleaves' Pottery, in operation ca. 1806, was owned by Robert Corliss and David Cleaves.¹¹ Other early potters in Yarmouth were Thomas (1791), Brooks (1857), and Foster (1840).¹² All were located near the Four Corners of the Upper Village.

⁹ Hall, 22.

¹⁰ Hall, 86.

¹¹ Garniss, 63.

¹² Garniss, 63.

By far the largest industry and employer in the Upper Village was the paper mill built at the third of the four falls in the Royal River. There was a rag paper mill on this site as early as 1816. In the 1870s, the mill switched to paper made from wood pulp.¹³ In 1874 the mill began making soda pulp, the first mill of its kind in New England to do so.¹⁴ The mill was bought by S. D. Warren and expanded. By 1901, twelve-story tall digesters were in place.¹⁵ The mill eventually grew to include ten large buildings on eight acres of land. By 1906, taxes from the paper mill were one-quarter of the town's revenue.¹⁶ The mill closed in 1923 and burned in 1931.

Although the mill is gone, several houses in the area associated with it remain. The grandest is the ca. 1891 Camp Hammond, built by George Hammond, at 275 Main Street. Hammond was a manager at the Forest Paper Co. and also a major benefactor to the Town. A slightly more modest example is the Queen Anne style Gore House at the corner of Cumberland and South Streets. Frederic Gore was a chemist and the manager at the Forest Paper Co.¹⁷ 31 Mill Street was owned by the Forest Paper Company for fifty years.

¹³ Hall, 84.

¹⁴ Garniss, 59.

¹⁵ Hall, 84.

¹⁶ Hall, 84.

¹⁷ Hall, 24.