NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

1068

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

RECEIVED
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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. Name of Property

Historic name: American Woolen Company Foxcroft Mill
Other names/site number: Mayo & Son Woolen Mill
Name of related multiple property listing: N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: East Main Street
City or town: Dover-Foxcroft State: Maine County: Piscataquis
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this x nomination _____request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

_____ **national** _____ **statewide** x **local**

Applicable National Register Criteria:

x **A** _____ **B** x **C** _____ **D**

Earle S. Shepherd SHPO 10/31/12

Signature of certifying official/Title: **Date**

MAINE HISTORIC PRESERVATION COMMISSION
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official: **Date**

Title **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

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

Signature of the Keeper **Date of Action**

5. Classification

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

Private ☐
Public – Local ☒
Public – State ☐
Public – Federal ☐

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

Building(s) ☐
District ☒
Site ☐
Structure ☐
Object ☐

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

Contributing	Noncontributing	
7	1	buildings
_____	_____	sites
3	_____	structures
_____	_____	objects
10	1	Total

Number of contributing resources previously listed in the National Register 0

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6. Function or Use

Historic Functions
(Enter categories from instructions.)
INDUSTRY/PROCESSING/EXTRACTION: Manufacturing facility
INDUSTRY/PROCESSING/EXTRACTION: Energy facility
INDUSTRY/PROCESSING/EXTRACTION: Industrial storage
_____
_____
_____
_____

Current Functions
(Enter categories from instructions.)
VACANT/NOT IN USE
_____
_____
_____
_____
_____

7. Description

Architectural Classification
(Enter categories from instructions.)

LATE VICTORIAN/ Other: Wood mill building
LATE VICTORIAN/ Italianate
LATE VICTORIAN/ Second Empire
MODERN MOVEMENT/ Reinforced Concrete mill building
MODERN MOVEMENT/ Other: Brick mill building
_____
_____

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Foundation: Granite, concrete; Walls: wood weatherboard, reinforced concrete, brick, corrugated iron, asphalt, asbestos shingle, aluminum, vinyl; Roof: Slate, Synthetic/Rubber

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The former American Woolen Company Foxcroft Mill is located on the west side of the Piscataquis River in downtown Dover-Foxcroft, Maine. The 2.77 acre district is comprised of eight buildings (one of which is non-contributing) and three structures. The district boundary follows the property line historically associated with the American Woolen Company mill, originally the Mayo & Son Mill, and contains all resources related to the mill complex except the dam, which was replaced in the 1980's and is owned separately. The district is bounded by West Main Street to the north, the Piscataquis River to the east and south, and follows the property line on the west. The site is accessed by a driveway from West Main Street. The extant buildings are an historically related group of brick, wood, and concrete mill buildings and granite structures, each with a distinctive character. The buildings represent several types, styles, and methods of construction used for mill buildings in Maine between the 1840's and 1940. They include an exceptionally well preserved wood-framed mill building, built in 1883, and one of Maine's earliest reinforced concrete mill buildings, built in 1908. All of the buildings except for the modern wood drying kiln retain a high degree of integrity and are contributing to the district.

Narrative Description

1. 1941 Shipping building, on 1844 foundation – Contributing building

The 1941 shipping building is a two-story brick building with flat roof that faces north onto Main Street. The foundation is a combination of concrete and the granite foundation of one of the earliest mill buildings on the site (constructed in 1844 and demolished for the construction of this shipping building). The building is ten bays long by three bays deep. The brick is laid in common bond with eighth course headers. The first floor retains the original 30-light steel sash windows with center-pivot hopper in the north and east walls. The second, third, and seventh bays of the first floor (starting from the east side) on the north façade are entry doors. The second bay contains a modern metal door. The third bay contains a wooden door with large single-pane light. The door is surrounded with glass block encased in brick piers. The seventh bay contains wooden double doors with 12-pane transom above. Each entry sits above a concrete step. The second floor has a combination of the historic six-over-six wood sash and replacement six-over-six vinyl windows, all on concrete sills. Historically, the last six bays of the second floor façade were steel sash. This fenestration pattern continues on the east elevation and to the south (rear) where the windows are still intact. The original windows in the west elevation have been in-filled with brick. Loading dock entrances on the west side have been in-filled with vertical wood board with a small windows set within the infill on the second floor. Three modern loading dock entrances are located at the rear of the building. Wooden steps rise to a wooden door on the west side of the rear elevation.

On the first floor, the interior has an open plan with exposed brick walls which are painted. Small areas of the original unfinished wood ceiling remain unfinished; however, most of the ceiling has been covered with drywall. On the second floor, the office spaces retain the original plaster walls and ceilings. The small offices make up the plan of the second floor with a central corridor running in the east-west direction. The walls in the remainder of the second floor are painted brick. The basement is exceptionally tall (approximately 14 feet) with concrete foundation added above the 1844 granite foundation that supported the original wood mill building on the site. The foundation height was raised when the shipping building was built to allow the first floor to meet the grade of Main Street, which had been raised when the concrete bridge was built. The floor and ceiling are concrete as well.

2. 1883 Mill Building with 1905 addition and c. 1940 alterations – Contributing building

The 1883 mill is a rectangular two-and-a-half story wood-framed end gabled roofed building with full basement above grade on the river side. The foundation is stone and concrete. The mill is located south of the shipping building and runs north to south. The mill has a projecting central stair tower on the west façade that is three stories tall, and topped with a Second Empire style mansard roof clad in slate, providing access to all floors of the building and the attic. The top floor of the tower is open into the rafters of the Mansard roof, allowing a dormer on the north elevation to light the stairs in the tower. Above this rises a tall belfry with turned

wood balustrade and hipped roof. This roof is also clad in slate with a turned wood finial above. Each floor of the tower has a single bay on each side with single or double wood doors or wood window sash. The mill is clad in wood clapboard siding and has a slate gable roof. The east elevation facing the river has nine window bays with twelve-over-twelve wood double-hung sash. Basement level window openings have been in-filled with concrete block and 3x3 glass block windows set within the in-fill.

The fenestration on the west façade is less regular than the east elevation. On the west façade, to the north of the tower, four bays are defined by the second floor fenestration. Six-pane windows are located in the first two bays (starting on the north), while larger window openings matching those on the east elevation are located in the remaining two bays. These have been in-filled with wood with the southern-most window having a 12-pane fixed sash window installed within the infill. A large window on the first floor below the third bay has also been in-filled with wood, though some glazing remains behind the infill. To the south of the tower, 12/12 windows fill the three bays on both floors.

In 1905, a one story wood-framed addition was constructed south of the original 1883 building. The addition was lifted and a new first story inserted beneath it c. 1940. Similar in appearance to the earlier mill building, the addition is clad with wood clapboard siding and the floor levels of both buildings align. The windows of the addition are closer together, virtually filling all of the wall area between the structural framing and there are ten bays of 9/9 double-hung sash on the second floor of the east elevation. Above the wheel house, the windows are 9/6 double hung sash. The west elevation includes four bays. Two large loading bay doors on the first floor are followed by paired 9/9 double hung sash and a sliding door to the far right. The second floor includes paired 9/9 double hung sash, some of which have been covered with wood infill. The final bay on the second floor only has a single 9/9 sash as the projecting elevator tower of the concrete mill building covers the original construction.

The 1883 mill is connected to the shipping building by an in-fill connector with ramps connecting the floors of the mill to those of the shipping building. The in-fill has been reconstructed and reconfigured numerous times and is not historically significant. Above this in-fill construction, two small 8/8 double hung windows are situated in the gable end.

On the first floor interior, the 1883 mill is separated from the addition by a wall, but the two are open to one another on the second floor. The framing is exposed throughout the first story. The two spaces are distinguished by the change in window bays and timber frame construction from the original building to the addition. The 1883 portion of the mill has round wood columns supporting the structure, while the 1905 addition has round steel columns. The second story of the 1883 mill features applied scroll-cut "gingerbread" ornament around the windows and the plaster panels between the windows. The 1905 addition has exposed wood roof trusses on the second story. The basement of the 1883 mill was reconstructed in 1908 with concrete piers at the same time as the construction of the 1908 concrete mill. The freight elevator was added at the southwest corner of the 1905 addition sometime after 1949.

3. 1907 Boiler House – Contributing building

The brick boiler house is a single story building approximately twenty-four feet high with a flat roof. Five bays long by three bays wide, the brick is recessed between each bay to create the appearance of pilasters. The brick is corbelled four courses at the top of each recessed bay. Six-over-six double-hung wood windows are located in the first bay of the east façade and middle bay of the north elevation. The sills and lintels are made of granite. An additional small single pane window is located in the first bay of the north elevation approximately half way up the height of the building. A two-panel wood door is located in the north bay of the façade. The second bay of the façade was modified with a sliding wood door with painted steel lintel above that spans into the end of the first bay. Two large windows openings in the upper part of the façade have been in-filled with brick. These may have contained industrial style steel framed sash like the shipping building windows. The rear of the building abuts the granite retaining wall.

The interior of the boiler house is largely unfinished space used to house the large boiler, which is encased in brick. Metal ladders and platforms have been installed to access various parts of the boiler.

A concrete and wood storage building with gable roof was constructed in the late twentieth century adjoining the south end of the boiler house and was used as a saw dust shed. The storage building is clad with faux brick panels. A dust collector is located above the gable roof. Constructed for use by the Moosehead Manufacturing Company after the end of textile production, this is a non-contributing addition to the boiler house.

4. 1918 Smokestack – Contributing structure

The round yellow brick stack behind the boiler house was constructed in 1918. The one-hundred-twenty foot smokestack is connected to the boiler house by a rectangular metal flue.

5. 1908 Concrete Mill Building with 1916 Addition - Contributing building

The existing three-story concrete mill building is located at the south end of the property. The mill is oriented north-south with the west façade facing the driveway and the east elevation facing the river. The 1908 mill was eleven bays long, with the 1916 addition adding 12 bays in length. Structurally, the mill is three bays wide, but the south elevation is divided into six window bays. The mill utilized concrete, steel, and timber construction. A decorative cast concrete cornice and frieze with brackets is located at the top of the façade. Each window bay has a pair of six-over-six double-hung wood sash. Most of the lower sash in the first floor windows are covered with plywood. At the basement level, window openings have been filled in with concrete block with small insets of glass block glazing. Originally, the basement was fully glazed with six-light wood sash. The fourth and twenty-first bays of the west elevation on all three floors have double door openings with transoms. The wood doors have two panels with six-light glazing above the lower wood panels. The first floor window in the 19th bay of the west elevation has been in-filled with concrete block around a modern metal door accessed by a metal egress stair. The final two bays of the west façade feature large sliding doors on the first floor made of wood. The south elevation has modern doors on each level leading to a metal fire escape. The north elevation abuts the wooden mill building with a concrete stair

leading to an entry with cast concrete door surround. This entry surround has been partially obscured by a projecting four story elevator tower that dates from after 1949.

The original 1908 mill is eleven bays long and is fireproof reinforced concrete construction. The beams, floors, columns, and roof are all made of concrete. The only wood utilized in the mill construction is the window sash and frames. The 1916 addition has a concrete exterior to match the original building, but the interior structure is steel beams supported by square timber columns for the first five bays at the north end and steel beams supported by round steel columns for the last six bays at the south end. In the addition, the floors are fireproof mill construction with splined 3" wood planks spanning the steel beams and topped with finish wood flooring.

The roof is flat in the center bay and gently slopes on the side bays. In 1947, a rooftop addition for wool storage was constructed the full length of the mill on the west side of the building. A single bay wide, the addition has a sloped shed roof and the walls are clad with asbestos shingle and vinyl siding. On the west elevation, the six-light wood sash that line up with the window bays of the concrete mill have been covered with plywood.

The interior of the mill is largely open in plan on all floors. The 1908 portion is entirely of concrete, including columns, beams, and floors/ceilings. The 1916 addition has wood and steel framed interior construction, with wood columns and floors and steel beams. The basement floor of the 1908 portion is a combination of concrete and brick. In the 1916 addition, the basement floor is concrete.

6. Storage Barn ca. 1879 – Contributing building

The wood-framed Italianate storage barn was built ca. 1879. Documented as an existing building on the neighboring lot (then owned by the owner of the mill), the two-story barn is located at the south end of the property and is oriented east to west. It is across the driveway from the 1916 concrete mill addition. The barn is clad in wood clapboard siding, painted red, and has a front gabled slate shingle roof accented with an octagonal cupola capped with a metal roof. Each side of the cupola contains a semi-circular arch, in-filled with wood. The corner boards and window and door trim are painted white, as well as the Italianate style scrolled brackets at the corner eaves. Two modern wooden overhead doors are located on the façade. A hay loft door is centered above the two lower door openings and below a single arched window. The south elevation has one door opening and a six-over-six wood double-hung window. A similar window is located on the north elevation along with a small bump out on the east end. The west side of the building has three small single-pane windows on the first floor and a 6/6 double hung window adjacent to a 5-panel wood door situated in the gable end. The door provides access to a catwalk leading to the neighboring wood drying kiln structure.

The first story of the barn has a concrete floor and horizontal painted board walls. The exposed framing and decking of the loft form the ceiling. The two-level loft is a typical 19th century barn loft with fully exposed structural timbers using tradition joinery techniques. A small enclosed room at the east end of the loft on the lower level, near the stairs, contains the controls for the neighboring wood drying kiln.

7. Modern Wood Drying Kiln – Non-contributing building

A modern wood drying kiln is located directly west of the ca. 1879 storage barn. Built of concrete block, the kiln is roughly square and has a flat roof. The south side of the kiln has two large sliding metal doors. Built for use by Moosehead Manufacturing Company in the late twentieth century, the kiln is a non-contributing building to the historic district.

8. Storage Building – prior to 1882 – Contributing building

The storage building is situated south of the boiler house and west of the 1908 concrete mill, across the driveway, atop the granite block retaining wall dating from ca. 1908. The original construction is a one-and-a-half story wood framed storage building clad with corrugated metal siding and appeared on the site prior to 1882. The slate-clad side gable roof runs north to south. Modern loading entrances are located in the north and east elevations. The original sliding door and 6/6 double-hung wood window are located at the south end of the east elevation facing the driveway.

Additions were added to the north and south of the storage building. The south addition has a concrete block foundation and the walls are clad with aluminum siding. The roof is flat. The north addition is a single story, with rood sloping to the east, and is elevated on steel columns. The non-contributing additions were built by Moosehead Manufacturing Co. in the late twentieth century.

The interior of the storage building has an open plan. The floors are wood. The wood framing is exposed on the interior through to the roof. The walls show the interior side of the corrugated metal siding.

9. 1907 Wheel House – Contributing building

The reinforced concrete wheel house was constructed in 1907 just before the concrete mill. The wheel house is located on the east side of the 1905 addition to the 1883 wooden-framed mill and the 1908 concrete mill. It has a flat concrete roof that is currently covered with moss and other growth. The one-story wheel house sits atop the granite block retaining wall over the river at the basement level of the concrete mill. Like the concrete mill, the wheel house is decorated with concrete brackets and frieze. The façade faces the river (east) and has three bays; the first two contain double windows and the last bay a door opening that has been partially filled with concrete block. A concrete block addition was constructed at the northeast corner of the wheel house and projects beyond the façade. The interior of the wheel house was not accessible except for what could be seen through the glazing of a door between the wheel house and the basement of the 1905 mill addition. It appeared that the electrical generating equipment remains in place. The water turbines under the floor were not visible.

10. Granite Retaining Walls ca. 1857, 1908 – 2 Contributing structures

A massive granite block retaining wall was constructed ca. 1857 along the east side of the mill property facing the river to prevent damage to the mill buildings from floods. This wall is constructed of large rough cut granite blocks and is dry laid with arched out flows from the original mill water system below the shipping building and 1883 mill building. A second granite retaining wall located along the west side of the driveway dates from ca. 1908 when the site grade was lowered to accommodate the new concrete mill. This wall is constructed with large rough cut blocks. The wall appears to have been dry laid although there has been some pointing to the wall, which does not appear to be original.

8. Statement of Significance

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

☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B. Property is associated with the lives of persons significant in our past.

☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

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

☐ A. Owned by a religious institution or used for religious purposes

☐ B. Removed from its original location

☐ C. A birthplace or grave

☐ D. A cemetery

☐ E. A reconstructed building, object, or structure

☐ F. A commemorative property

☐ G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance (Enter categories from instructions.)
ARCHITECTURE
INDUSTRY

Period of Significance
1844 - 1953

Significant Dates
1844
1908
1914

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

Cultural Affiliation

Architect/Builder
Suck, Adolph (1874 - c. 1935) architect/engineer
Eastern Concrete Construction Co. (1908- Unknown), contractor, Boston, Massachusetts

Statement of Significance Summary Paragraph

(Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.) (Refer to photographs)

The American Woolen Company Foxcroft Mill complex in Dover-Foxcroft, ME[1] is eligible for listing as an historic district in the National Register of Historic Places at the local level of significance. It is significant under Criterion A for its associations with the textile industry in Maine and its association with events that have made a significant contribution to the broad patterns of our history. The complex is also significant under Criterion C as a property which embodies the distinctive characteristics of a type, period, or method of construction and represents a significant and distinguishable entity whose components may lack individual distinction. Collectively, the extant buildings in the mill complex document the evolution of building techniques, materials, and architectural styles typical of textile mills in Maine over a period of more than fifty years. The complex includes ten contributing buildings and structures (with additions) ranging in date from 1844 to 1941. Originally called the Mayo & Son Mill, the complex achieved its fully developed state with the construction of the shipping building under the ownership of the American Woolen Company in 1941. The American Woolen Company Mill is located on East Main Street, beside the Piscataquis River bridge, at the heart of Dover-Foxcroft, and was occupied by companies that provided employment to a significant number of local residents over a period of 163 years.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

CRITERION A: INDUSTRY

The American Woolen Company Foxcroft Mill complex is significant under Criterion A for its associations with the textile industry in Maine and its association with events that have made a significant contribution to the broad patterns of our history. Its significance at the local level is clear in the following quote from the Dover-Foxcroft Comprehensive Plan:

> "Textiles became the more important industry in the towns with an abundant supply of raw wool provided by area sheep farmers. The initial investment in textile mills appears to have come from other Maine towns. Capitalists brought their money and incentives to the Piscataquis Valley, built the mills and settled down. In the 19th century, some woolen mills passed from generation to generation within families, with mergers and buy-outs occasionally occurring."[2]

After 1830, the American wool industry grew as new machinery lowered the cost of cloth manufacturing. By 1837, woolen textile production had doubled from what it had been in

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[1] Dover and Foxcroft were separate towns until 1922 when they incorporated together. The American Woolen Mill is located in what was the town of Foxcroft prior to 1922.
[2] Town of Dover-Foxcroft Comprensive Plan, B-2

1830.[3] By 1840, nearly 60 percent of American wool production came from New England and Mid-Atlantic States. It is within the context of this rapid growth of wool manufacturing in New England that the Mayo & Son mill was constructed in 1844.

The site of the former Mayo & Son Woolen Mill was well suited for receiving water power from the Piscataquis River. In fact, prior to the woolen mill, E. R. Favor had a textile mill in the same location. Favor's mill was constructed in 1822 and saw many owners in the first few years. Eventually, the mill was dismantled with some machinery crossing the river to the Brown Mill in Dover. Immediately following the dismantling of the Favor mill, John Gould Mayo, James Bush, and Elias Hale constructed their first mill building in 1844. In 1846, the trio advertised that they were ready to receive wool for carding in June, with the intent to commence manufacturing by October. In seven years Mayo bought out his partners and brought in his son, Josiah Bacon Mayo, to form the Mayo & Son Woolen Mill.

Raw materials arriving and manufactured goods being shipped out had to be moved by wagon or truck to the nearest rail line or port. In the case of the Mayo mill, materials and finished goods originally were transported to and from Bangor (30+ miles) by ox cart. From Bangor, the finished woolen fabrics were shipped by water to Philadelphia for sale[4]. In the spring of 1864, Mayo & Son advertised for 75,000 pounds of wool from local sheep owners to avoid the heavy transportation costs. The agricultural census from 1860 states that the towns of Dover and Foxcroft combined had over 3,200 sheep producing over 10,000 pounds of wool. The Kennebec and Penobscot Railroad reached Dexter in 1850 and cut the carting distance to 12 miles, but it wasn't until 1869 that the Bangor and Piscataquis Railroad reached Dover and reduced the distance from mill to depot down to approximately one mile. No rail siding ever reached the mill complex, so raw materials and finished goods continued to be transported to the railroad by cart or truck until operations ceased in 1953.

In 1874, three new sets of cards were installed in the mill to manufacture water-repellant cloth. The Mayo & Son mill expanded production three years later with ten new looms, which allowed for triple the production.[5] The mill focused on specific types of wool production. Expansion of the mill with construction of an additional mill building in 1883, allowed production to then double. All of the machinery from the older building was transferred to this new structure (#2) repurposing the older building for spinning and carding operations.[6]

In November of 1884, it was announced that Mayo & Son would shift from the production of repellants to ladies' all-wool dress cloth. By the next year, there was high demand for the product. In 1885, a large order for 3,000 pieces of cloth was received while the daily output was 24 pieces of cloth. This meant another crew had to be added for night work in February of the following year to accommodate such demand.[7] In 1887, ten styles of cloth from the Mayo & Son mill were displayed at the Piscataquis Center Fair at Central Hall.'

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[3] *A Brief History of the Sheep Industry in the United States*, 110.
[4] Paul E. Rivard, *A New Order of Things, How the Textile Industry Transformed New England*, (Hanover, NH: University Press of New England, 2002), 88
[5] Louis E. Stevens, *Dover-Foxcroft: A History*, (Somersworth, NH: New Hampshire Printers, 1999), 62-63
[6] Stevens, *Dover-Foxcroft: A History*, 67
[7] Stevens, *Dover-Foxcroft: A History*, 69

In 1898, *Fibre and Fabric*, a publication out of Boston featuring information about the textile industries, mentioned the Mayo & Son mill saying it was "running evenings with extra help." *Fibre and Fabric* also mentioned in their "Facts Whittled Down" section of their publication that "Business is booming at Mayo & Son's woolen mill and the mill is running evenings, and employing extra help.[8]" The Mayo & Son Mill was making good use of the expanded complex and showed no sign of slowing. In the beginning of 1898, spinners and carders were working until eight o'clock in the evening to catch up with orders that had been placed through the company. Aside from a slight lull late in 1898 where the mill was reported to have shut down due to a slow market, it was back to full time two months later, and then full time shortly after that.

By February of 1899, the mill was back to the schedule of operating until eight o'clock in the evening. Two months later, they reported 18 hour work days with two crews. Continuing in June, *Fibre and Fabric* reported the mill began production at four o'clock in the morning and ended at ten o'clock at night. The mill was producing fancy dress goods and plaid back cloakings.[9]

Having several mills in Maine and Massachusetts, the Mayo family was exposed to new developments in the construction and powering of mills in Massachusetts. This resulted in the early adoption of new technology in Dover-Foxcroft. Electric generation for lighting appears at Mayo & Son mill for the first time (replacing kerosene/oil) on the 1894 Sanborn map for Foxcroft. The map shows that the Mayo's had built a wheel house for electrical generation at the machine shop they owned (and leased out) a short distance south of the woolen mill. By comparison, electric lighting does not appear at the much larger Sanford Mills complex in southern Maine until the 1901 Sanborn map. The 1901 Sanborn map for Foxcroft shows that a much larger wheel house had been built on the north end of the 1883 Mill and this likely indicates the adoption of electrical power for some of the textile manufacturing processes. Nationally, electric motors were providing only 2% of the power for textile mills in 1900. Steam engines were providing 66% and water wheels, 32%.[10]

The first use of electric motors to power an American textile mill was at the Columbia Mills, in Columbia, South Carolina in 1893. This innovation was the work of the Massachusetts engineering firm, Lockwood, Greene & Company. As is noted in the published history of that firm, "At the turn of the century many mills were still being built with their own power plants and with shafting drives, but by the end of the period this practice was no longer necessary and motor-driven mills, supplied with power from central stations, became the standard arrangement."[11] Again comparing the Mayo & Son mill in remote Piscataquis County to a much larger mill in a more urbanized location, the Bates Mill in Lewiston did not introduce electrical power and lighting to their operations until 1902, a year or more after the Mayos. The Sanborn maps indicate that the Mayo mill used both the wheel house at the machine shop and the one next to the 1883 Mill until the second was removed for the 1905 addition to the

[8] *Fibre and Fabric: A Record of American Textile Industries in the Cotton and Woolen Trade.* (Boston, MA: 1898-1899), 26.
[9] Ibid. 40.
[10] Samuel B. Lincoln, *Lockwood Greene, the History of an Engineering Business, 1832-1958.* (Brattleboro, Vermont: Stephen Greene Press, 1960), 140.
[11] Lincoln, *Lockwood Greene,* 295.

mill. It appears that the machine shop wheel house handled electrical generation alone until the new concrete wheel house was built in 1907, with significantly larger generating capacity using water wheels manufactured by the Holyoke Machine Co. The machine shop and its wheel house were demolished in 1908 for the construction of the concrete mill. The early adoption of reinforced concrete construction by the Mayo & Son mill is documented below under Architecture.

In the late nineteenth century, many mills experienced financial difficulties. The Gorman-Wilson tariff law of 1894-1897 hurt many mills, and left many abandoned or bankrupt. William M. Wood was in a management position at the Washington Mills in Lawrence, Massachusetts when he decided to secure control of some failing mills and create a new corporation that would benefit all of the mills. The American Woolen Company was incorporated in 1899 in New Jersey with the inclusion of eight mills in Massachusetts and Rhode Island. The American Woolen Company became the largest wool manufacturing organization in the country and the world.[12] During the same year, several other mills in New England were incorporated into the company. One of these was the Brown Mill in Dover, Maine, down the river from the Mayo & Son Woolen Mill. By 1901, 26 mills made up the company with a combined total of over 5 million square feet of production space. In 1914, the company purchased the Mayo & Son mill in Foxcroft. At the time of the sale, the new company announced that they were acquiring the mill primarily to utilize its electrical generators to power their Brown Mill, down the river. By 1920, American Woolen Company controlled nearly 20% of the wool production in the United States.

CRITERION C: ARCHITECTURE

The American Woolen Company Foxcroft Mill is significant under Criterion C as a property which embodies the distinctive characteristics of a type, period, or method of construction and represents a significant and distinguishable entity whose components may lack individual distinction. The significance of the complex is most clearly seen in three areas: exemplifying the evolution of the engineering and building design; as an early example of concrete mill design and construction; and as a good example of the work of architect Adolph Suck in Maine.

Engineering and building design

Collectively, the extant buildings in the mill complex document the evolution of building techniques, materials, and architectural styles typical of textile mills in Maine over a period of more than ninety years. The buildings in the American Woolen Company complex represent several distinct periods of construction, several types or styles of construction, and several methods of construction which, taken together, provide an overview of mill evolution and technological advancement from 1844 to 1941.

The Mayo & Sons Mill was built in phases as the business expanded over the decades. The first building built on the site of the Mayo & Sons mill stood on a granite block foundation in the

[12] George F. Redmond, *Financial Giants of America*. (Boston, MA: Stratford Co.), 1922.

location now occupied by the 1941 shipping building (#1). The wood-framed structure was built in 1844 and was a vernacular wood-framed two-and-a-half story clapboarded building with a side gable roof and twelve-over-twelve double-hung windows. It was raised to three-and-a-half stories after a fire damaged the roof in 1859. Historic photos show three twelve-light windows in the east end of the basement, above the granite wall along the river. The outflow for the mills water power was located approximately under the center of this end of the building. The water power machinery (likely a water wheel initially and a turbine later), would have been located in a pit under the basement floor. It is documented that water to power the mill ran in an underground flume that served several other mills before reaching the Mayo mill. Main Street was raised approximately six feet when the concrete bridge was built in 1915, leaving the first story of the mill well below street level. The street was supported on fill held in place by a granite and concrete retaining wall, leaving an area way between the wall and the mill building. When the building was replaced in 1941, the foundation was extended up to the new street level with concrete and the space between the street and foundation was filled. This accounts for exceptional height of the existing basement (approximately 14').

Additions to the mill were made in 1855 and in 1857; the granite block retaining wall (#10) was constructed along the river edge to protect the mill from flooding. The wall was built of 20,000 tons of stone costing $2,400.[13] Water power for the mill was originally shared with a planing mill and foundry, located to the south of the mill, using the same underground flume which exited through outflow openings in the granite wall along the river. Eventually, the Mayo mill acquired the neighboring properties for expansion of the mill complex and consolidation of water rights. The water power system saw upgrades in 1891, 1893, and 1899. In 1907 the existing wheel house was built and further upgrades were made in 1920.

Mayo built a new mill building on the newly purchased adjoining property in 1883. The building's construction was overseen by John Mayo himself, who had a heavy hand in the planning process. The building is a rectangular wood-framed structure with a three story tower projecting from the west façade. The tower had a Second Empire Style Mansard roof clad in slate below the belfry. This is one of the oldest extant buildings in the complex. This new mill building allowed for production to double at Mayo & Son. Unlike the earlier, barn-like, mill building, the new building featured a stair tower with a stylish Second Empire style Mansard roof. The tower was built against the outside of the main block of the building and was separated from it by fire resistant doors. This was a safety feature that had become common for mill buildings by the 1850's. The new building also differed in having very large (nearly floor to ceiling) windows to allow more natural light into the work spaces, including the basement level. The west side of the building, where the grade was higher, had a window well to allow basement windows on that side as well. These also had become common for improved lighting in the lower level of mill buildings. Similar wells were used on the 1850's mill buildings at the Bates Mill complex in Lewiston. As at Bates, the window wells for the 1883 mill building have been filled in and the windows filled with concrete block.

In 1883 the Industrial Journal reported that, "The mill contains 27 windows upon each side, which are over four feet wide and eight and a half feet high, thus giving plenty of light for the

[13] Stevens, *Dover-Foxcroft: A History,* 58

operatives and making everything look cheerful within and without."[14] Prior to the introduction of electric lighting, the use of daylight in mills was essential and the windows in the new Mayo mill ran nearly from floor to ceiling. The mill included unusual "gingerbread" trim around the interiors of the second story windows. It is unclear what purpose this might have served other than decoration, as the 1884 Sanborn map indicates that the second floor was used for weaving, like the first floor.

In 1905, the wooden mill building was expanded south. The new addition was 50 by 40 feet, and one story high over a daylight basement, and eighteen new looms were installed. The structure of the 1883 mill and 1905 addition (#2) is heavy timber frame but it is not the slow-burning timber construction typical of cotton mills at the time. "Slow-burning" mill construction eliminated easily burned 3" wide framing members and relied upon heavy timbers and a thick splined floor system to create a structure that would not burn easily or quickly. This system was strongly supported by the mutual insurance companies that were created to insure large cotton mills. Perhaps the fact that wool is fire resistant while cotton dust is highly flammable, even explosive, made slow burning construction less of a concern for wool mills. The 1883 mill framing consists of timber beams and 3" wide joists supported by wood columns. Above the windows are decoratively scroll-cut wood panels and the exterior walls are plaster above wood wainscoting. The roof of the 1905 addition is supported by timber trusses exposed on the interior. This allows for a floor area clear of columns, unlike the older building. The 1905 addition was lifted approximately 10' and a new first story was inserted c. 1940. The basement of the 1883 mill was reconstructed in 1908 with concrete piers on the river side at the same time as the construction of the 1908 concrete mill. The concrete walled freight elevator was added at the southwest corner of the 1905 addition sometime after 1949. The 1883 mill and 1905 addition with their later modifications, document changes that took place in wood mill construction in Maine during the period in which they were built and used for textile production.

Prior to the construction of the current boiler house in 1907 (#3), large wood storage sheds lined the west side of the driveway, as shown on the 1884, 1889, and 1894 Sanborn maps. By 1900, these sheds were gone, suggesting the mill switched to coal near the end of the nineteenth century. The existing boiler house is 30'x40' and was constructed of brick in 1907. It houses two 125 horse power boilers.

The construction of the 1908 concrete mill building (#5) represents a transitional phase from earlier wood and masonry mill construction to fully developed concrete mill construction. In contrast to later concrete mill construction that expressed the structural system of the building on the exterior, the 1908 mill incorporates decorative detailing typical of earlier mill construction, with a cornice and brackets expressed in concrete. Unlike buildings of similar construction built just a few years later (such as the 1912 Bates Mill # 5 Weave Shed in Lewiston), which featured large open bays and expanses of steel-framed glazing, the 1908 concrete mill retains the interior bay spacing and the multi-light double-hung wood windows of earlier mills. The new construction required the site grade to be lowered which in turn which required that a new granite block retaining wall (#10) be constructed along the west side of the driveway.

[14] *Industrial Journal*, November 3, 1883. (Bangor, Maine.) Page 13.

In 1916, a large addition was added to the concrete mill and was built with a reinforced concrete shell and a wood and steel framed interior. Work began by tearing down old sheds on the site for the 60'x120' addition, which was completed in 1917.[15] The exterior of the building matched the existing concrete mill. The 1908 mill utilized reinforced concrete support columns, beams, and floors, while the new addition featured wood columns, steel beams, and hardwood flooring. This use of wood and steel for the interior structure of the addition is interesting in that it was, in terms of construction technology, a step backward from the all-concrete structure of the 1908 building. The use of structural steel to replace wood timbers in traditional mill building construction became increasingly common after 1900. The reasons for this are described in reference to cotton mills in the Lockwood, Greene history book: "There were good reasons for this development. First, the desire had grown to lengthen spans and reduce the number of supporting columns, and so made it harder and harder to get good quality yellow pine timbers in the large sizes and lengths required. Next, the shrinkage of such large timbers in drying out made it difficult to maintain level floors, and even at best there was bound to be some staffing of such timbers on long runs. Finally, cotton machinery was getting heavier and running faster, and vibration was becoming more of a problem."[16] The author went on to note that steel will fail much sooner than timber in a fire unless it is fireproofed and that once the expense of fireproofing is calculated into the cost, reinforced concrete was cheaper to build with. Given these considerations, it is curious that American Woolen Company chose the construction method used at the former Mayo mill in 1916.

In 1941 the last building of the complex, the shipping building, was built on the foundation of the original mill building, which was demolished at that time. The use of deep reinforced concrete beams to support the concrete first floor allowed a clear span in the basement level (used for dying during the textile production period). The represented an advance in construction technology over the columns and small bays of the older buildings in the complex. This structural system was not continued in the upper stories, which used wood columns and beams

Reinforced concrete mill construction

The use of reinforced concrete for mills was in its infancy when the 1908 concrete mill was built. The Mayo's had used it for the new wheel house in 1907, just one year after the first credited use of the material for an industrial building in the U.S., at the United Shoe Machinery Corporation factory in Beverly, MA.[17] The Massachusetts engineering and mill construction firm Lockwood, Green & Co. were pioneers in the use of concrete, beginning in 1886, when they first used it for foundation work in place of the large stones used for foundations up until that time. In 1892, they used the material for footings under the walls of the Waverly Woolen Mill in Pittsfield, Maine. "From that time, concrete was used by Lockwood, Greene & Co. for practically all footings and for nearly all foundation work for buildings."[18]

[15] Stevens, *Dover-Foxcroft: A History,* 83
[16] Lincoln, *Lockwood Greene*, 297.
[17] Scott Hanson and Melanie Smith, *Bates Mills Historic District.* National Register of Historic Places Inventory-Nomination Form. (Augusta, Maine: Maine Historic Preservation Commission, December 2010), 29.
[18] Lincoln, *Lockwood* Greene, 119.

The published history of Lockwood, Green states that, "Reinforced concrete in building construction was used in a limited way beginning about 1906- or 1907, but by 1908 and 1909 it had grown tremendously and was used thereafter at a constantly increasing rate."[19] The first use of the material for the construction of a cotton (not woolen) mill did not occur until 1909, at the Maverick Mills, in East Boston, Massachusetts, by Lockwood, Greene & Co.[20] Within this context, the use of reinforced concrete by Mayo & Son for the 1907 wheel house (#9) and 1908 concrete mill (#5) in Foxcroft was notable. No documentation has been found to explain why the Mayos chose to use concrete. Reduced fire risk may have been part of the reason, as that was commonly mentioned as an advantage of the material at the time. Cost savings was likely not the reason, as the Lockwood Greene history notes while discussing the early use of concrete for mills that, "These buildings were entirely fireproof and somewhat more expensive than the older type of brick mills with timber framing."[21] Two-thousand-five-hundred barrels of cement were used in the construction of the building.[22]

The National Association of Cement Users, at their fifth annual convention in 1909, listed significant buildings constructed of concrete. A request for photographs of concrete structures possessing artistic and architectural merit had been sent out the year before. After reviewing the submissions, the Committee of Art and Architecture highlighted the two most artistic designs of each class. Under the heading of "Factories, Warehouses, etc." the second award was given to the Mayo & Son Woolen Mill.[23]

Adolph Suck, (1874 – c. 1935)

The 1908 mill building was designed by architect Adolph Suck of Hyde Park, Massachusetts, and constructed by Eastern Concrete Construction Co. of Boston (likely a new company as it was only certified by the Massachusetts Tax Commissioner in the beginning of 1908[24]). Adolph Suck was a prominent mill architect and mechanical engineer who wrote a paper titled "Reinforced Concrete Construction Especially Applied to Mill Use" which was published by the National Association of Cotton Manufacturers in 1907. The 1908 mill building is significant as one of the nation's earliest reinforced-concrete framed mill buildings and possibly the first in Maine. Even with these elements, which had been common in wood-framed and masonry bearing wall construction mills in Maine since the 1820s, the concrete frame and exterior of the 1908 mill were a major departure from traditional mill architecture and represented a new approach to building mills in Maine.

Adolph Suck noted in the 1907 paper on reinforced concrete construction that many people at the time saw reinforced concrete as a fad. He stated that "reinforced concrete, if properly designed and erected, is stronger and better than any known building material, whether brick, stone, or iron, and a large number of buildings constructed of this material bears out the

[19] Ibid, 295.
[20] Ibid, 269.
[21] Ibid, 295.
[22] *Industrial Journal*, December 1908. (Bangor, Maine.) Page 10.
[23] National Association of Cement Users, *Proceedings of the Fifth Annual Convention* Vol. 5, Published by the Association, 1909: 166.
[24] Report of the Tax Commissioner of the Commonwealth of Massachusetts for the year ending November 30, 1910. (Boston, Massachusetts: Wright & Potter Printing Co., State Printers, 1911), 172.

statements of its adaptability to any use."[25] A transcribed discussion following the presentation of his paper to the eighty-second annual meeting of the National Cotton Manufacturers Association in Boston on April 24, 1907, included many questions about the cost and strength of the new construction method. Suck claimed that compared to traditional methods of construction in areas where the appropriate infrastructure was in place, reinforced concrete was less expensive. This probably did not apply in Foxcroft, Maine, where the material and techniques of its construction were untested. He also stated that using the new material required less skilled workers and that it would deteriorate less over time if constructed properly.

INTEGRITY

The property retains a high degree of integrity with all of the principal buildings of the textile manufacturing plant extant and in fair condition. Except for the addition of a sawdust collection system on the exterior of several of the buildings and a modern wood drying kiln, the property looks much as it did when textile production ceased.

Developmental history/additional historic context information (If appropriate.)

DOVER-FOXCROFT, MAINE

Dover and Foxcroft were separate towns until 1922. The Mayo mill was built in Foxcroft. The land that would become Foxcroft, Maine was originally a grant from the Commonwealth of Massachusetts to Bowdoin College in 1794. Joseph Foxcroft bought the land from the college in 1801.[26]

On February 29, 1812, the township of Foxcroft was created and was the second in Piscataquis County to be incorporated[27] (The first being Sebec incorporated one day earlier). The first town meeting was held the following month. The town of 85 residents at that time mostly lived in small, one-story log homes. The first business opened in 1813 and paved the way for more businesses and stores to grow on the main street.

The first bridge over the Piscataquis River was built in 1820. As the town lines did not follow the river, the cost of the bridge fell entirely on the community of Foxcroft.[28] The bridge did, however, bring together the communities of Dover and Foxcroft, beginning the joining of the two towns that would become complete in 1922.

American Woolen Company, Foxcroft Mill, Construction Chronology

[25] ,Adolph Suck, "Reinforced Concrete Construction Especially Applied to Mill Use." *Transactions of The National Association of Cotton Manufacturers.* no. 82 (Boston, Massachusetts: National Association of Cotton Manufacturers, 1907), 369.
[26] Stephen Rainsford, *Images of America: Around Dover-Foxcroft*, (Portsmouth: Arcadia Publishing, 2008), 49.
[27] Stevens, *Dover-Foxcroft: A History,* 10.
[28] Stevens, *Dover-Foxcroft: A History,* 12.

John G. Mayo and partners James Bush and E.J. Hale were responsible for the construction of the first woolen mill building in the complex in 1844. Shortly after it was built, Mayo bought out his partners and brought his son, Josiah B. Mayo, into the company, which was renamed Mayo and Sons. This building was located on the west bank of the Piscataquis River next to the bridge connecting Dover and Foxcroft.

Though fires were common place in mill complexes in the first half of the 19th century, the Mayo & Son woolen mill was spared from any devastating fires. Smaller fires did occur and force the rebuilding of some areas of the mill. On March 16, 1859, a fire at the mill started in the picking room and spread quickly, breaking through several windows before firefighters arrived. Villagers responded to the alarm bell and the Chandler force pump and hose that Mayo & Son kept at their mill was put to use. The damaged portion of the mill was rebuilt and an additional story added immediately following the fire[29]. The next fire at the mill occurred in April 1864. Soot in the chimney was to blame for this blaze and little damage was sustained as the fire was quickly extinguished. A fire in November of 1871 was caused by a kerosene lamp.[30] In July 1879, a fire broke out in the dye room of the mill, but was caught early by a watchman and was extinguished before much damage was sustained.[31]

Through the 1870's the company adjusted and expanded their production capabilities to meet market demand[32]. In 1877, a stone wall was built on the north side of the mill basement,[33] possibly as a flood control measure, and sometime prior to 1882, the surviving storage building located on the west side of the driveway was built. This storage building was expanded in the late 20th century on both the north and south sides.

A second mill building was built in 1883. Before it was built, there were 60 employees and a monthly payroll around $1,800. By August, 1883, the stone foundation had been completed and the frame was ready to be erected. By September, the mill was standing and boarded. It was painted olive green. The new building was 80'x42' and was a point of pride for the town of Foxcroft. The mill was called "an ornament to the village" by the Piscataquis Observer with its "spacious tower with belfry of very pretty design." The slate for the roofs came from the Hebron Pond quarry, located in Monson, Maine, and was laid by James Tiplady, who was considered to have much experience in laying slate. The machinery from the old mill was transferred to the new mill and the old mill became the location of spinning and carding operations.[34] Not long after the mill's construction, a new 80-foot smokestack was constructed across the driveway to the west of the building and included a marble tablet with "1883" inscribed on it.[35] A brick flue ran underground beneath the driveway, connecting a boiler in the basement of the 1883 mill to the stack. It remains in place. This smokestack was replaced by the extant stack in 1918.

[29] Ibid, 58-9.
[30] Ibid, 60-2.
[31] Ibid, 64.
[32] Ibid, 62-3.
[33] Ibid, 63.
[34] Ibid, 67.
[35] Ibid, 65.

In 1891, a Hercules water wheel, constructed by the Holyoke Machine Company of Holyoke, Massachusetts, was installed. Production stopped for a few weeks during the installation.[36] In 1892, a separate water wheel and dynamo were introduced which provided electric lighting. This system was updated in 1909 following construction of the concrete mill. In 1893, new machinery increased production, a larger water wheel was installed to create more power, the dye house was renovated, and the canal was cleared of debris.[37]

In 1895-96, Mayo & Son purchased the neighboring planing mill with water privilege; it was demolished for the construction of a no longer extant fireproof picker house.[38] The Mayo & Son mill was busy in production and development with about 90 people were employed[39] In 1907 the power and heating plants for the mill were modernized with a new concrete wheel house and a new brick boiler house.

In 1908, it was reported in the Board of trade Journal that, "Foxcroft is hopeful of securing a new woolen mill now. Mayo & Son, the enterprising woolen manufacturers who have been such prominent factors in the industrial life of the town, are understood to have in contemplation the erection of a new mill. It is understood that the new building will be 125 feet in length, and may be constructed entirely of concrete. When completed the new building will be equipped with modern machinery, and will be a model plant in all particulars." [40] Several smaller buildings were demolished for the construction of this mill.[41] The mill was constructed by Italian workers who were temporarily housed nearby. By 1909, work was completed and a 600-light dynamo was installed to light the entire mill complex.[42]

The Italianate style barn that currently sits on the mill property was originally constructed c. 1879 and was part of Josiah B. Mayo's residence. After the death of John Mayo on December 9, 1879, his real estate was left to his sons, Josiah and John. Writing of this in his history of the town, historian Louis E. Stevens stated, "Now Josiah could build a new stable at his Foxcroft home with a slate roof and 'handsome cupola.'"[43] Sometime between 1911 and 1923 (probably before the mill was sold in 1914) the barn was moved to the mill property and utilized for additional storage, as documented on Sanborn maps.

In 1914, the mill complex was sold to the American Woolen Company, which already owned the Brown Mill a short distance downstream from the Mayo Mill. An advertisement for the American Woolen Co. from 1911 states that the Boston based company owned 34 mills at that time. The local press reported, "Announcement was made last week by Mayo & Co. of the purchase of their Foxcroft mill by the American Woolen. The following statement was given out for publication: 'In order to protect the water power of the Brown mills the American Woolen Co. has made arrangements to purchase the Foxcroft woolen mill. The company states that the purchase is for the conservation of the water power and not to increase the loomage of the

[36] Ibid, 70.
[37] Ibid, 73.
[38] Ibid, 73.
[39] *Industrial Journal*, September 1907. (Bangor, Maine.) Page 11.
[40] "All Over Maine" Board of Trade Journal July 1908, Vol xxi, no. 3, (Portland, ME, 1908).
[41] Stevens, *Dover-Foxcroft: A History* 76.
[42] Ibid, 76.
[43] Ibid, 64.

company which is sufficient for present purposes and, indeed, under the existing conditions of the business, is not all in operation.'"[44] The American Woolen Company made several upgrades to the mill complex in addition to installing poles and transformers connecting the Mayo generator to the Brown Mill, to carry electricity to the dressing and weaving rooms in case of low water.

In 1916, the American Woolen Company more than doubled the size of the 1908 concrete mill with an addition. The exterior appearance of the earlier building was replicated on the exterior although a different framing system was used on the inside. Only a few changes were made to the complex in the several decades following the construction of the mill addition. In 1918, the current smoke stack was constructed by the Alphons Custodis Chimney Construction Company of New York to replace the earlier square brick stack. In addition, a new concrete dam was under construction, but it proved to be difficult technically and work continued into the following year. The dam was finally completed in November of 1920.[45] That dam was replaced by the current dam in the 1980's.

At the beginning of World War I, the Foxcroft mill of the American Woolen Company received orders from the Italian Army, and later completed an order for Russia.[46] The end of World War I meant the cancellation of government orders and less work for the mill. In August 1919, workers at the American Woolen Foxcroft mill went on strike. When the company refused their demands, the workers voted to return to work.[47] By 1920, the Brown mill down the river was shut down and the Foxcroft mill was ordered to begin four-day work weeks. Samples of a new overcoat material were manufactured in 1921 in hopes of bringing in more orders. The new material resulted in a slight increase of business, allowing a full crew to be brought on for production. It was at this time that many of the American Woolen Company's mills were closing.[48] This lull in production would only be temporary as business improved in the early- to mid-1920s. Both local mills were opened for business with new orders coming in. The former Mayo & Son Woolen Mill was closed down in 1927 with instructions to run out the material on hand, shut the mill down, and lay off all the employees. It was during this time that the company saw an advantage to closing down some of their mills and allowing them to remain idle until enough work was available to warrant the use of these mills. Eventually business picked up and the mills prospered for a while and in 1941 the shipping building (#1) was built (replacing the 1844 wooden mill building) and the Foxcroft mill complex achieved its fully developed state. The building is 45'x90' with a dye house in the basement and storage on the upper two floors. In 1947, a wool bin was constructed on the roof of the concrete mill.[49]

The woolen mill at Foxcroft was shut down permanently in 1953.[50] There was great concern locally that the work was being transferred to the South, but the company cited decreased market demand, low cost Southern competition, European imports, and competition from

[44] Ibid, 77
[45] Ibid, 83-86.
[46] Ibid,, 83.
[47] Ibid, 86.
[48] Ibid,, 86.
[49] Ibid, 91.
[50] Thus this is the date at which the period of significance ends.

synthetic fibers as the reasons for the decline of the company. Within two years, the American Woolen Company had permanently closed ten more mills.[51]

In 1959, the mill complex was sold to the Moosehead Manufacturing Company (less the brick office building on the street, which was the home of Gellerson's appliance store, and was sold two years later to Moosehead), which manufactured wood products (primarily furniture) in the mill until 2007 when it closed, leaving the complex vacant. Moosehead Manufacturing built additions to the boiler house and the storage building in the late 20th century. The boiler house addition has a concrete foundation supporting a wood-framed building with a gable roof, clad in "brick" patterned asphalt siding. Atop this addition, a large sawdust collector was installed. These additions were related to changes made so the boilers could burn sawdust produced by the Moosehead Manufacturing Co. in their furniture making operation in the mill.
In addition, the sawdust collecting ductwork system and the modern wood drying kiln was constructed as part of their operations in the same time period.

WOOL PRODUCTION IN MAINE

Maine sheep farming was important to the development of the woolen textile industry as it allowed for wool to be grown locally and reduced the cost of importing the material for production. After 1830, the wool industry expanded rapidly due to new machinery that lowered the cost of cloth manufacturing. The American woolen manufacturing industry in 1837 was double what it was in 1830. This meant that sheep farming also expanded and flocks became larger in the eastern United States.[52] In 1840, nearly 60% of the wool production came from the New England and Mid-Atlantic States. The country produced nearly 36,000,000 pounds of wool from 19,311,000 sheep in that year.[53]

During the Civil War, sheep farming saw an increase as cotton from the south was unavailable and wool production expanded to fill the void.[54] By 1867, the war was over and competition from Australian and South American sheep farmers proved to be too much for New England farmers. The Maine Board of Agriculture stated that sheep farming was no longer profitable.[55]

As settlement and transportation extended into the western United States, sheep farming migrated in that direction.[56] It was cheaper to raise sheep in the west and the wool cost less than eastern wool.[57] This furthered the decline of sheep farming in the east. Though the sheep industry declined, wool manufacturing did not disappear entirely.[58] Furthermore, the higher yield of wool from improved sheep allowed farmers to utilize less land for sheep farming, but produce comparable amounts of wool. While sheep farming in general was on the decline,

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[51] Ibid,, 94.
[52] L.G. Connor, *A Brief History o the Sheep Industry in the United States.* Annual Report of the American Historical Association for the Year 1918, Vol. 1. (Washington: Government Printing Office,1921), 110.
[53] Ibid, 112.
[54] Ibid, 26.
[55] Harold Fisher Wilson, "The Rise and Decline of the Sheep Industry in Northern New England," *Agricultural History*, Vol. 9 No. 1 (Washington D.C.: Agricultural History Society [Jan. 1935]), 23.
[56] L.G. Connor, *A Brief History o the Sheep,* 113.
[57] Ibid,, 115.
[58] Ibid, 126.

Maine was still producing much wool at the end of the 19th century and into the beginning of the 20th. In 1910, 1 in 5 farmers in Maine kept sheep, which was more than the 1 in 10 farmers in New Hampshire and Vermont. Maine had more sheep than those other two states combined and about 7/8 of all sheep in New England were in Maine, and for this reason, the woolen industry in the state lasted into the twentieth century.[59]

MAYO FAMILY

For many years, the mill and the Mayo family were the largest taxpayers in the Dover-Foxcroft community. The family operated the mill for three generations and also had ownership in other textile mills in Maine and Massachusetts. They were very prominent in local affairs for several generations and, among many contributions to the community, they established the Mayo Regional Hospital, which continues to serve Piscataquis County.

John Gould Mayo came to Dover in 1846 specifically to build the mill with his partners E.J. Hale and James Bush. The mill was constructed in Foxcroft, but he owned a large farm in Dover. He also constructed a large home in the center of town. In 1875, Mayo moved from Dover into his newly constructed home in Foxcroft.[60]

Mayo's first son, Josiah Bacon Mayo, was the son in Mayo & Son. Josiah Bacon Mayo eventually built his home in Foxcroft adjacent to the mill.[61] John G. Mayo died December 9, 1879 at the age of 80. The third generation of the Mayo family to be involved in the woolen mill was Col. Edward J. Mayo, son of Josiah B. Mayo. Like his father and grandfather before him, Edward contributed a lot to the local community, especially to the local Congregational church and the local hospital.

[59] F. H. Branch, U.S. Department of Agriculture. "The Place of Sheep on New England Farms." *Farmers' Bulletins Nos. 929.* (Washington: Government Printing Office, 1918), 6.
[60] Stevens, *Dover-Foxcroft: A History* 62.
[61] Ibid, 63.

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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 # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 2.77 acres

Use either the UTM system or latitude/longitude coordinates

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

1. Latitude: Longitude:
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Or

UTM References
Datum (indicated on USGS map):

☒ NAD 1927 or ☐ NAD 1983

1. Zone: 19 Easting: 481853 Northing: 5003194
2. Zone: Easting: Northing:
3. Zone: Easting: Northing:

4. Zone: Easting: Northing:

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

The boundary for the district is outlined by the parcel marked on the tax map for Dover-Foxcroft, map 36, Lot 1. The district is bounded by West Main Street to the north, the Piscataquis River to the east and south, and follows the western property line.

Boundary Justification (Explain why the boundaries were selected.)

The boundary for the American Woolen Company Foxcroft Mill District represents the full extent of the property on which the mill complex sits. The single property includes all resources contributing to the district.

11. Form Prepared By

name/title: Scott Hanson and Matthew Corbett
organization: Sutherland Conservation & Consulting
street & number: 295 Water Street, Suite 209
city or town: Augusta state: Maine zip code: 04330
e-mail: scotthanson@sutherlandcc.net
telephone: (207) 620-6291
date: July 18, 2012

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: American Woolen Company Mill

City or Vicinity: Dover-Foxcroft

County: Piscataquis State: Maine

Photographer: Scott Hanson and Matthew Corbett

Date Photographed: June 1, 2012

Description of Photograph(s) and number, include description of view indicating direction of camera:

All digital images labeled as follows: ME_PiscataquisCounty_AmericanWoolenCoMill_#.tif

0001. Looking north across the Piscataquis River at the Mayo & Son Woolen Mill property.

0002. Looking south from East Main Street at the Mayo & Son Woolen Mill with shipping building at the far right, 1883/1905 wooden mill at center, and 1908/1916 concrete mill to the left.

0003. Looking north on the mil property with the wheel house at center.

0004. Looking west on East Main Street with the Mayo & Son Woolen Mill on the left side of the street.

0005. Looking south from North Street at the shipping building façade on East Main Street and driveway at center leading to the mill.

0006. Looking south from the driveway of the mill complex with 1883 tower at center.

0007. Looking south from the driveway of the mill complex with the concrete mill at center and granite block retaining wall and storage building to the right.

0008. Detail view of the entrance to the 1908 concrete mill addition with cast concrete surround and stair.

0009. Looking south with the concrete mill building to the left and granite block retaining wall and storage building to the right.

0010. Looking north with the granite block retaining wall to the left and 1883 wood mill building tower at center.

0011. Looking north toward the 1883/1905 wood mill with the 1941 shipping building at left and concrete mill addition at right.

0012. Looking north from the roof of the concrete mill addition at the belfry and tower of the 1883 mill.

0013. Looking east from the back lot of the mill toward the concrete mill addition and Italianate barn and modern wood drying kiln to the left.

0014. Looking northeast at the 1908/1916 concrete mill building.

0015. Looking northwest at the Italianate style barn used for storage by the woolen mill.

0016. Looking north at the gable trusses supporting the roof of the wood mill building.

0017. Looking west at the large windows in the wood mill building.

0018. Detail view of the decorative surround on the windows of the wood mill building.

0019. View of the interior of the Mansard roof of the 1883 tower.

0020. Looking south on the first floor of the 1905 mill building.

0021. Looking south on the third floor of the concrete mill building.

0022. Detail view of the cast concrete column used in the 1908 concrete mill addition.

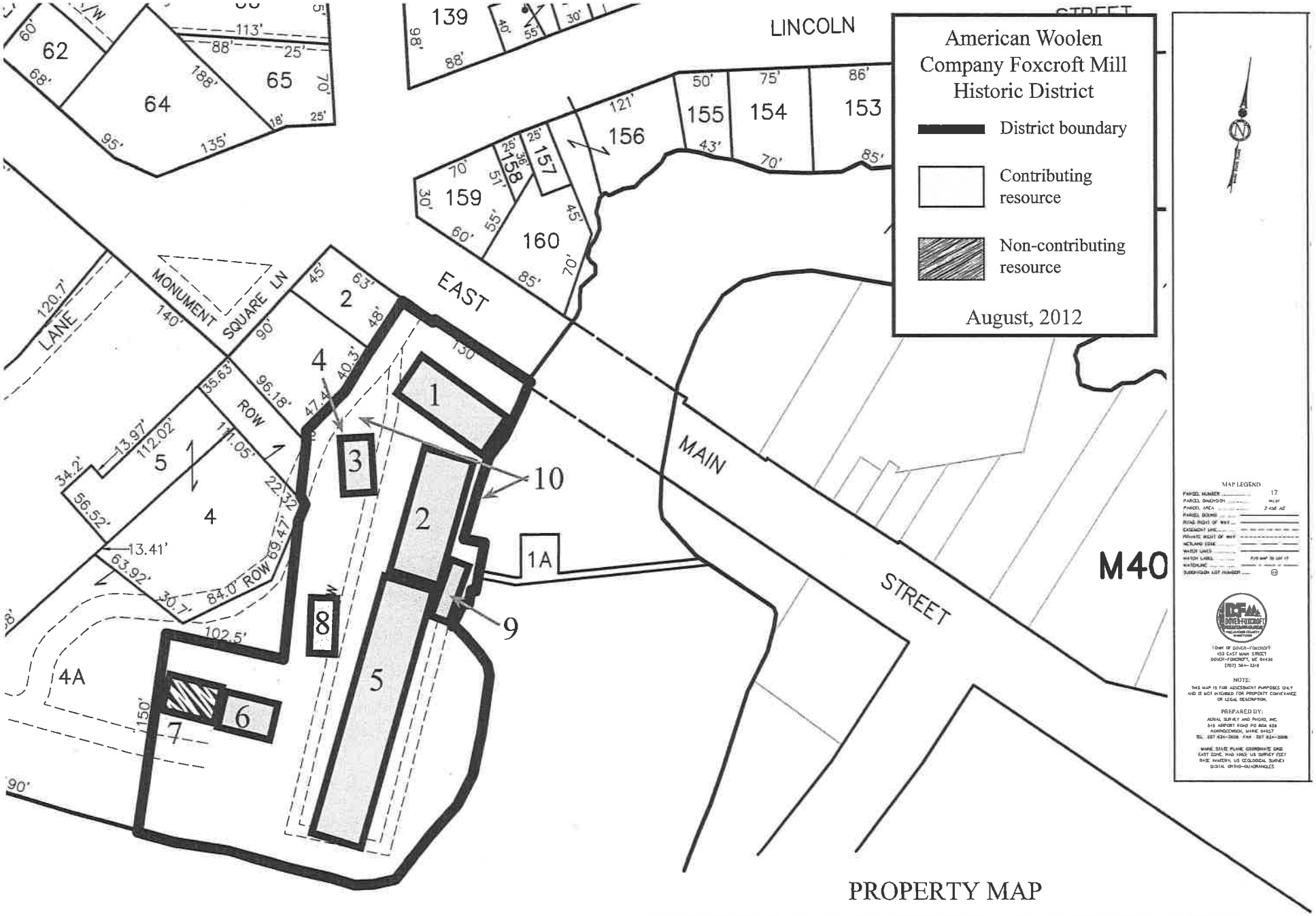
0023. Interior view of the cast concrete stair in the concrete mill building.

0024. Detail view of the metal brackets used in the concrete mill addition.

0025. Detail view of the wood columns and floor in the 1916 concrete mill addition.

0026. View south from the main driveway at the boiler house and attached smokestack.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

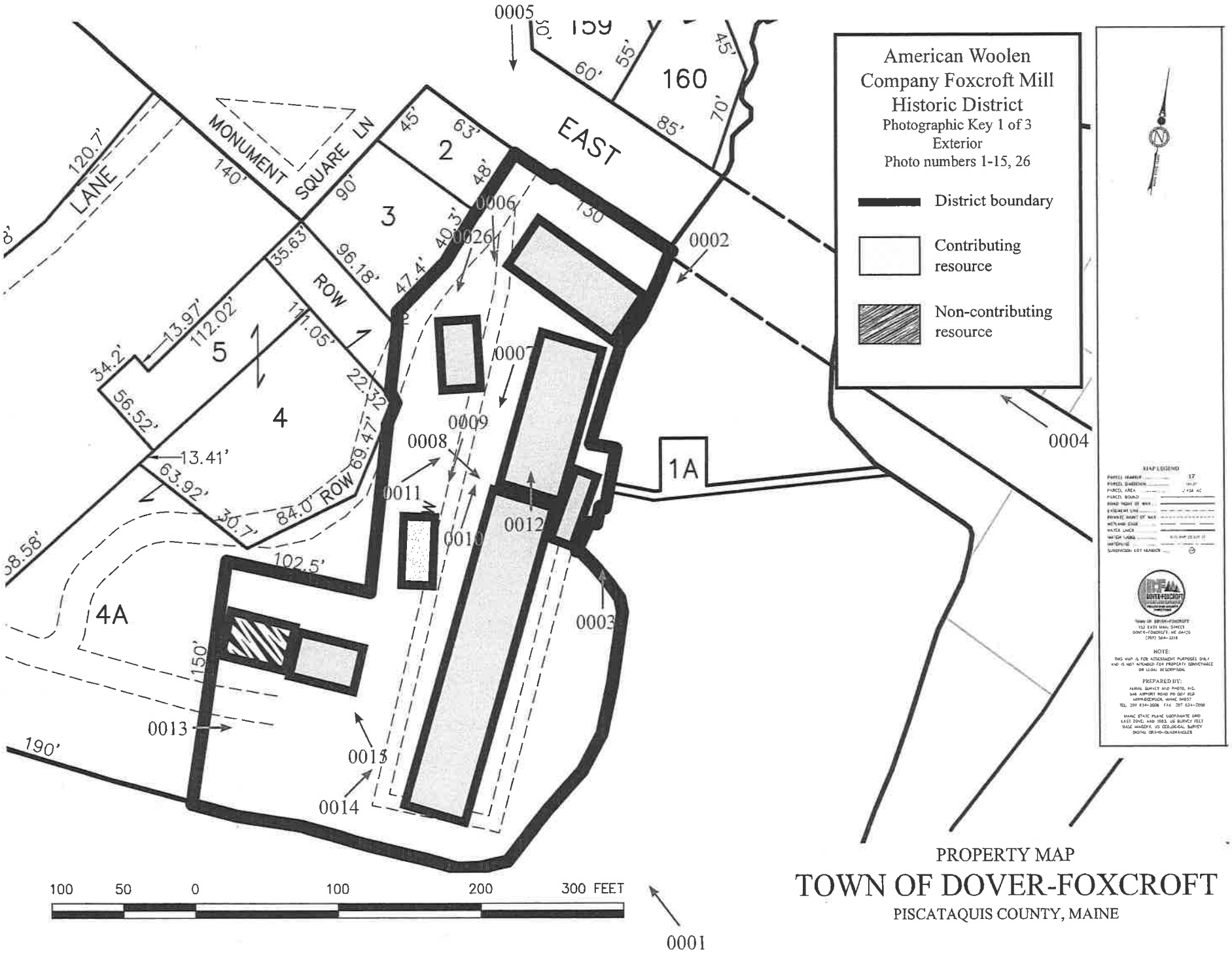


100 50 0 100 200 300 FEET

PROPERTY MAP

TOWN OF DOVER-FOXCROFT

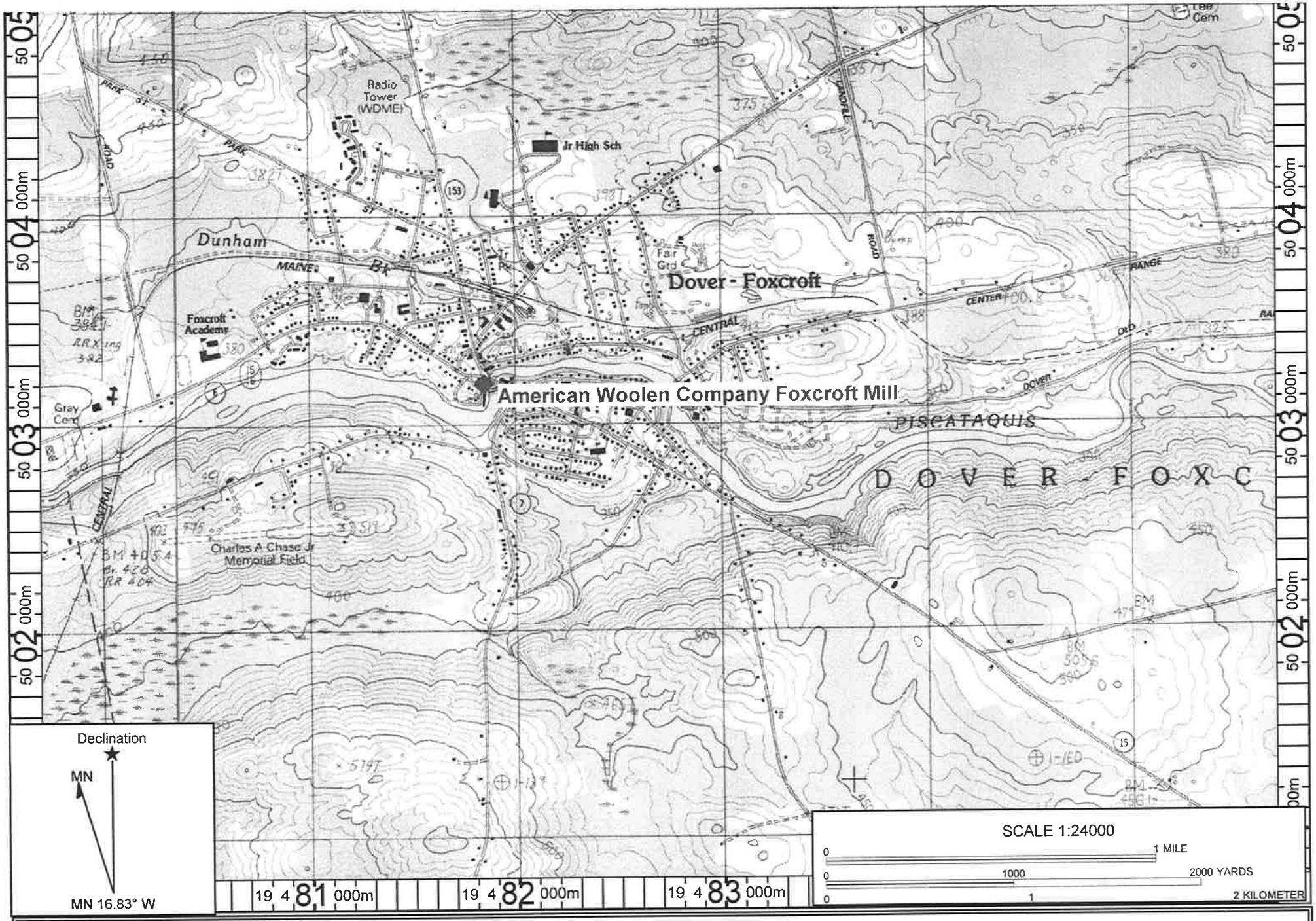
PISCATAQUIS COUNTY, MAINE



PROPERTY MAP

TOWN OF DOVER-FOXCROFT

PISCATAQUIS COUNTY, MAINE



Name: DOVERFOXCROFT
Date: 10/29/12
Scale: 1 inch = 2,000 ft.

American Woolen Company Foxcroft Mill
Piscataquis County, Maine
UTM: 19/ 481853 / 5003194
NAD 27

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DANGER
HYDRO-ELECTRIC
DAM

IRVING
3.49 9/10
clean regular

dish HD

DON'T BE HASTY
WHEN DEALING
WITH SAFETY!
1908

1908
NOTICE
ALL VISITORS MUST REGISTER AT OFFICE
NOTICE
EMPLOYEES ONLY

VISITORS

CAUTION
HARD HATS
REQUIRED