

**United States Department of the Interior
National Park Service**

**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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Jules Desurmont Worsted Company Mill

other names/site number Desurmont Worsted Company, Riverside Worsted Company, Bonte Spinning Company

2. Location

street & number 84 Fairmount Street not for publication

city or town Woonsocket vicinity

state Rhode Island code RI county Providence code 007 zip code 02895

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date
Rhode Island Historical Preservation & Heritage Commission
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

<input type="checkbox"/> entered in the National Register <input type="checkbox"/> See continuation sheet	Signature of the Keeper	Date of Action
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> removed from the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> other (explain)	_____	_____

Jules Desurmont Worsted Company Mill
Name of Property

Providence County, Rhode Island
County and State

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.)

- buildings
- district
- site
- structure
- object

Number of Resources within Property

(Do not include any previously listed resources in the count.)

Contributing	Noncontributing
3	_____
	buildings

	sites
1	_____
	structures

	objects
4	_____
	total

Name of related multiple property listings

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY/: Manufacturing facility

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials

(Enter categories from instructions.)

foundation CONCRETE
walls BRICK

roof ASPHALT
other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Jules Desurmont Worsted Company Mill
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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.)

Property is:

- 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 of age or achieved significance within the past 50 years

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 36) 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 #

Areas of Significance

(Enter categories from instructions.)

- ARCHITECTURE
- ENGINEERING
- INDUSTRY
- SOCIAL HISTORY

Period of Significance

- 1907
- 1925
- 1931

Significant Dates

- 1907 first building constructed
- 1925 major additions
- 1931 site of first International Textile Union Strike

Significant Person

N/A

Cultural Affiliation

Architect/Builder

J.W. Bishop Company, builder

Primary location of additional data:

Woonsocket Library, Museum of Work & Culture

- State Historic Preservation Office
- Other State Agency
- Federal agency
- Local government
- University
- Other

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10. Geographical Data

Acreage of Property 6.42 acres

UTM References

(Place additional references on a continuation sheet.)

1	1	9	2	9	1	0	8	5	4	6	5	2	9	2	5
	Zone		Easting						Northing						
2															

3															
	Zone		Easting						Northing						
4															

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Jenny R. Fields, Architectural Historian; Matt Kierstead, Industrial Historian; and Alyssa Wood, Arch. Assistant

organization PAL date April 2006

street & number 210 Lonsdale Avenue telephone (401) 728-8780

city or town Pawtucket state RI zip code 02860

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Frank Gamwell

street & number 14524 Delano Street, Suite 200 telephone (818) 995-7172

city or town Van Nuys state CA zip code 91411

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 amend 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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503

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DESCRIPTION

General Information

The Jules Desurmont Worsted Company Mill is a small complex of early twentieth-century manufacturing buildings.

Location and Setting

The Jules Desurmont Worsted Mill is located on the southeast side of Fairmount Street, in the west side of Woonsocket, Rhode Island. Woonsocket is in the central Blackstone River valley, in the center of the northern border of the state. The Blackstone River originates in Worcester, Massachusetts, and flows generally northwest to southeast in a series of bends through Woonsocket toward its terminus in Pawtucket, Rhode Island. The Desurmont Mill property is a flat, irregularly shaped, 6.4-acre lot situated in the west half of a W-shaped bend in the river. The lot is bordered by Water Street to the northeast, the Blackstone River to the southeast, a state recreation easement of vacant land to the southwest, and Fairmount Street to the northwest. The northeast-southwest/southeast-northwest axes of the lot will be referred to as north-south/east-west in this document for simplification purposes. The majority of the lot is paved and vehicular access is provided via a curb cut on Fairmount Street that leads to a parking area/driveway south of the mill. Chain-link fences and a steel gate enclose the west and north sides of the property in places where the buildings do not extend to the street. Trees and brush line the river at the east end of the lot. A deck girder railroad bridge spans the river slightly northeast of the mill. The former Woonsocket Rubber Company Alice Mill (U.S. Rubber Company) complex is located directly across Fairmount Street from Desurmont Mill and remains industrially active. The Alice and Desurmont mills form a small industrial core surrounded by a neighborhood of multi-family residences. Desurmont Mill is a visually prominent feature of the neighborhood. The hilly terrain and curving river provide dramatic views of the mill from numerous vantage points.

Site Layout and Resource Summary

The Desurmont Mill complex contains three buildings and one structure associated with the 1907–1910 construction and subsequent development of the property. The small size of the lot limited the potential layout of the buildings on the site. In 1907, Fairmount Street provided the only public street access to the property, and the west elevation of the complex is the primary elevation. The majority of the buildings on the lot are oriented east-west as the lot is longer on that axis. The Desurmont Mill complex consists of a four-story Main Mill Building located in the center of the lot, a one-story Office/Storehouse Building in the northwest corner of the lot, and a small, one-story Guard House on Fairmount Street that is connected to the Office/Storehouse Building by a tall Entrance Gate.

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The buildings share a range of early-twentieth-century exterior and interior industrial building materials and construction methods. The majority of the roofs are flat or near flat. All of the buildings incorporate brick-clad or reinforced concrete walls with concrete foundations and simple brick, concrete, or granite trim. Prominent architectural elements include pier-and-spandrel walls with consistent, full-width, segmental arch or rectangular window openings, brick corbelling near cornices, and protruding sills. The original 1907–1910 buildings and later 1925 additions are identifiable through a change in construction from brick and wood to reinforced concrete. The reinforced concrete buildings have wider spandrels than the 1907–1910 buildings and continuous horizontal trim, resulting in a more pronounced horizontal banding.

Architectural Description

Main Mill (1907–1910/circa 1925)

The Main Mill consists of three attached sections. The primary section is a 1907–1910 four-story brick loft, known as Mill No. 1. A circa 1925 four-story reinforced concrete loft, known as Mill No. 2, is attached to the east wall of Mill No. 1 and extends toward the Blackstone River at the east property boundary. The third section is a brick 1907 Boiler House/Engine House/Machine Shop attached to the southwest corner of Mill No. 1.

Mill No. 1

Mill No. 1 is an approximately 300 foot (ft), 26-bay, east-west by 110 ft, seven-bay north-south, rectangular building with two one-bay-by-two-bay exterior stair towers, two one-bay-by-two-bay engaged toilet towers, and a full basement. It has a flat, built-up roof, brick pier-and-spandrel walls, and a concrete foundation. The roof has plank soffits and fascia, exposed beveled rafter tails, wood crown molding, and metal flashing. The westernmost interior bay contains a transverse, full-height rope-drive chase flanked by high fire break roof parapets. The ends of the parapets project out further than the wall of the mill and are supported by corbelled brick and cast stone brackets. The roof of this rope drive chase is constructed of tar and gravel. The walls are void of ornament except for a triple-course corbel at the spring line of the fourth floor windows and a quarry-faced granite water table. The west half of the building was constructed in 1907 and the remainder was completed by 1910. The 1907 and 1910 sections of Mill No. 1 are only visually distinct in the basement interior.

Fenestration is arranged in a regular pattern. Tall, segmental arch window openings with triple-course brick lintels and quarry-faced granite sills span the full width of the spandrels. Window openings on the fourth floor are shorter than the first through third floors and the basement contains short horizontal segmental arch window openings. The window openings at the fourth floor on the north and south elevations contain historic, paired, rectangular six-over-six double-hung windows beneath a fixed six-

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light sash. All of the window openings on the north wall of the fourth floor are covered with foam panel insulation on the interior. The first, second, and third floor window openings on the north and south elevations contain originally contained paired nine-over-nine, double-hung windows beneath a fixed six-light sash. Historical photographs indicate that the north elevation contained the same sash at these floors, which are currently filled in with plywood panels. All of these windows are rectangular with blank wood panels in the arches, elliptical profile brick molds, and prominent cruciform wood frames that divide right and left sash and moveable lower and fixed upper sash. The north and south basement window openings contain historic paired three-light or fixed sash, except for the west end of the south elevation, which contains paired nine-light sash to accommodate for a lower grade intersection with the building. Paired, three-light wood outward-tilting hopper basement windows on the north elevation are visible from the interior. Extant window openings on the west elevation contain replacement moveable multi-pane sash below a fixed multi-pane section. Fenestration in the seven bays on the west elevation is irregular because the interior contains the rope-drive chase at this location. From north to south, windows are located at each floor of the first and second bays; the third and fourth floors of the third bay; the second through fourth floors of the fourth bay; the first floor of the fifth bay; the second floor of the sixth bay; and the first, third, and fourth floors of the seventh bay. The windows at the first floor of the first and second bays are shorter to accommodate a raised loading dock. Historic photographs show six-over-six double-hung sash with a fixed transom in the six-light fourth floor window openings and the same six-over-nine-over-nine sash as the north and south elevations on the floors below. The basement is below grade.

All of the entrances to Mill No. 1 are located in the towers and attached buildings. Two of the four towers are stair towers that project slightly from the northwest and northeast corners of the building. The northwest tower was constructed in 1907 and the northeast tower was completed in 1910, as noted by quarry-faced-granite blocks marked with the dates, located above the first story. Each stair tower is a five-story, one-bay wide, two-bay deep structure with a flat roof, brick pier-and-spandrel walls, and a concrete foundation and full basement. The two towers are identical except that the 1907 tower has a conventional timber roof and the 1910 tower has a poured, formed concrete roof molded to resemble the cornice on the 1907 tower and rest of the building. The stair towers are visually prominent features of the mill and extend higher than its roof. Thin, quarry-faced granite string courses above the second and fourth floor levels divide the stair towers into three sections designed to emulate a Classical column. The bases of the towers are rusticated with horizontal bands formed by five courses of protruding brick that alternate with one course of recessed brick. The cornices of the towers have corbelled brick brackets on the corners flanking corbelled terra cotta machillations at the roof line.

The one-bay-wide north elevations of the stair towers contain two narrow segmental arch window openings at the fifth floor with quarry-faced-granite blocks at the spring line, one segmental arch window opening at the second, third, and fourth floors, and an entrance at the first floor at grade. All of these window openings are filled in with plywood panels. Field observations of windows visible from the

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interior confirm that the second, third, and fourth floors on the north elevation originally contained 15-over-15, double-hung windows. The window openings on the remaining tower elevations are filled in with brick, except for the west elevation of the 1907 tower, and roof access doors at the top story facing the mill. The 1907 west elevation contains replacement multi-pane windows staggered between the second and fifth floors in bricked-in round arches, and taller replacement windows at the first floor. The basement has rectangular windows. The 1907 tower entrance contains original, paired, two-panel wood doors with chamfered panel edges and glazing on the upper panels, beneath a modern flat metal awning hung by steel rods. The doors are accessible via granite steps flanked by brick wing walls with dressed granite caps and concrete wheel guards with shallow domed caps. The 1910 tower entrance is blocked by a one-story, one-bay-by-two-bay, modern, concrete block loading dock enclosure with a metal roll door and a steel personnel door atop welded steel steps.

The remaining two towers are toilet towers projecting from the south elevation, at the east end and 11th and 12th bays from the west end. The toilet towers are two-bays wide by one-bay deep and have the same construction, ornament, and general fenestration pattern as the rest of the building. All of the window openings are filled in with plywood panels. Historical photographs show paired, nine-light windows in the fourth floor openings of the south elevation and 15-light windows on the side elevations. Historical photographs confirmed that the first, second, and third floors on the south elevation contain the same six-over-nine-over-nine windows as the rest of the south elevation of the mill and the first through third floors on the side elevations contained single 10-over-15 windows with no prominent vertical division.

The interior of Mill No. 1 incorporates typical fire-resistive mill construction on the first through fourth floors, but incorporates reinforced concrete construction in the basement of the 1910 section. The first through fourth floors are divided into five longitudinal bays by four rows of 25 round wood posts connected to transverse wood beams by cast-iron post pockets. The transverse beams intersect with a longitudinal ridge beam, which consists of paired longitudinal beams joined with cast-iron brackets, on the third and fourth floors. The ceilings are constructed of wood plank and are painted white, as are the beams. The floors consist of transverse-laid, wood plank wearing surfaces over wood decking in the 1907 section and concrete slab on the first floor of the 1910 section. Painted longitudinal lines designate a central aisle on each floor and the bottom two floors retain steel plates between the lines. The brick exterior walls and wood posts are painted with horizon lines on each floor. The west bay of each floor is divided into three transverse sections from north to south: the stair tower, a modern administrative space with a loft, and the tall, open rope drive chase. An elevator motor is hung from a beam at the west end of the fourth floor and an electrical distribution system with cable tensioning turnbuckles is located on the first floor. A freight elevator linking the basement and second floor is located in the second longitudinal bay from the south and the 11th transverse bay from the west. The rope drive chase is a tall shaft open from the basement to the fourth floor. It contains steel platforms with thick wood decking at each floor in the north end of the shaft and transverse wood and steel beams that supported pulleys. Patched holes in the brick at each floor provide evidence of locations where pulleys connected to longitudinal lineshafting.

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The basement incorporates 1907 timber fire-resistive construction in the west half and 1910 early reinforced concrete construction in the east half. The 1907 section is divided into five longitudinal bays by four rows of 11 thick, round wood posts footed in cast-iron rings and connected to wood beams with chamfered corners by cast-iron beam pockets. The ceiling is exposed planks and the floor is concrete slab. The beams and ceilings retain historical white paint in poor condition. The 1910 section is divided into five bays aligned with the 1907 section, by four rows of 13 thick, square reinforced concrete posts with knee braces that support transverse reinforced concrete beams. The posts and beams have chamfered corners that mimic timber construction. The exterior walls and the posts retain a historical vista green horizon line paint scheme. The ceiling is the bottom of the concrete slab floor above. The ceiling is painted white and is peeling heavily because of water damage. The 1907 section contains a brick-walled enclosure for the stair tower at the northwest corner and multiple transverse partitions consisting of modern wood and sheetrock and historic tongue-and-groove plank. A brick firebreak wall separates the 1907 and 1910 sections. Three sliding fire doors within segmental arch openings flanked by sheet metal pier protectors are located in the firebreak wall. A sliding fire door leading to a tunnel to the Office/Storehouse Building is located at the west end of the north wall in the 1907 section. An electrical cage containing slate electric panels and a brick floor remains in the east end of the 1907 section. The 1910 section of the basement has a tongue-and-groove restroom partition on the south wall and a single-cylinder Ingersoll-Rand steam-powered air compressor in the southwest corner.

The 1907 and 1910 stair towers each retain historical stairs and freight elevators in the south half, with landings and entrances in the north half. The stairs wind upward counter-clockwise and are constructed of unpainted wood. The stair treads and risers are exposed on the underside. The towers have painted brick walls, plain wood floors, and painted plank ceilings. The 1907 tower contains a lobby at the first floor with a roman arch entrance. The entrance has wood double doors, wood molding, and a lunette. The east landing wall on each floor of the 1910 tower contains an entrance into Mill No. 2. The entrances to Mill No. 1 from the 1910 tower landings have segmental arch lintels and the entrances to Mill No. 2 have straight steel lintels. The 1907 elevator shaft has vertical planks covering the exterior of its wall framing and retains an original wood slat roll door.

The majority of the toilet tower interiors have been modernized. Original toilets, stalls, fixtures, and paneled wood double doors with glazing remain in the first and second floors of the west tower. Modern toilets are located at the third and fourth floors of the west tower and the first and second floors of the east tower.

Mill No. 1 was historically used for the drawing, spinning, twisting, spooling, reeling, and storage of worsted yarn.

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Mill No. 2

Mill No. 2 is an approximately 130 ft, six-bay east-west, by 110 ft, five-bay north-south, building connected to the east wall of Mill No. 1. It has a flat roof, brick-faced concrete pier-and-spandrel walls, and a concrete foundation. The spandrels on Mill No. 2 are significantly shallower and wider than those on Mill No. 1. The cornice line is ornamented with a thin molded concrete band course and a continuous string course of soldier course brick is located at the lintel line of the fourth floor windows. A two-bay wide by 1-bay deep exterior toilet tower is located at the north end of the east elevation. On the north elevation, the west bay projects north to accommodate an elevator lobby attached to the 1910 tower on Mill No. 1. On the south elevation, the west bay is narrower than the other bays and is designed to look like a one-bay by one-bay tower. The concrete cornice line band course on the building is formed into a segmental arch over the fourth floor windows of the east and south elevation towers. These towers also have decorative brick parapets with concrete caps.

The majority of the window openings on Mill No. 2 are horizontal rectangular openings with thin, flat concrete sills that extend the full width of the spandrels and contain glass block infill or original bands of multipane steel window panels. Window openings in the fourth floor are shorter than the floors below. The north and south elevations, and central two bays of the east elevation contain or originally contained bands of four, five-light high, by four-light wide window panels at the fourth floor. The first, second, and third floors contain or originally contained bands of four, seven-light high by four-light wide window panels on the north and south elevations and central two bays of the east elevation. The basement window openings on all elevations are filled in with concrete block. The end bays on the east elevation are narrower than the center bays. These bays have paired five-light high by five-light wide window panels on the fourth floor openings and paired seven-light high by five-light wide window panels on the first through fourth floor openings. The east bay of the south elevation contains three sub-bays with single steel windows in the outer bays. The outer bays contain 20-light fixed sash beneath four-light transoms on the first through third floors and 16-light fixed sash beneath four-light transoms on the fourth floor. The central bay contains six-light transoms over metal fire doors. On the north elevation, the third floor window opening in the third bay from the east formerly contained a craneway that extended to a building on Water Street off the property. The opening is filled in with plywood, but steel craneway rails supported by diagonal steel brackets and a steel hoist beam above the fourth floor remain in situ.

The east elevation toilet tower has paired five-light high by three-light wide windows on its north and south elevations. These windows consist of three sections including: a fixed one-light high by three-light wide top section, a center pivot awning section two-lights high by three-lights wide in the center, and a fixed two-light high by three-light wide bottom section. Single, five-light high by five-light wide windows with a center pivot awning moveable center section are located on the east elevation of the toilet tower. The protruding east bay on the north elevation contains a continuous vertical segmental arch opening filled in with brick on its north side. On its east elevation, the fourth floor openings contain

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historical paired 12-light sash and the first through third floors contain paired 18-light fixed sash. The faux tower at the west end of the south elevation contains fixed seven-light high by five-light wide sash on the first, second, and third floors of the west elevation and the second and third floors of the south elevation. Fixed, 20-light windows are located on the fourth floor of the west and south elevations.

Mill No. 2 is accessible from the exterior on the south elevation. The center sub-bay in the east bay of the south elevation contains steel fire doors with concrete sills and lintels, and six-light transoms, at the first, second, third, and fourth floor levels. These doors open onto a structural steel fire escape. The center sub-bay at the basement level contains a steel personnel door. A modern roll door partially below grade occupies the fourth bay from the east at the basement level and is accessible from a paved ramp with concrete retaining walls. A modern, one-story, rectangular, north-south oriented, concrete loading dock addition is attached at the basement and first floor of the west two bays of the south elevation. The loading dock has three metal roll doors on the west elevation, south of a personnel door, and a plywood-filled former roll door opening on the south elevation. A one-bay-by-one-bay ell is attached to the north end of the east elevation of the loading dock. This loading dock is still in use and is directly accessible from the driveway and paved area that extends east from Fairmount Street along the south side of the mill.

Mill No. 2 is constructed of Turner System reinforced concrete. The interior structure incorporates four east-west rows of five concrete mushroom columns, and concrete slab floors and ceilings on each floor. The west north-south row of columns, adjacent to Mill No. 1, supports a transverse reinforced concrete beam on the first through fourth floors. The columns are slightly thinner on each floor than the floor below. The columns and exterior walls are painted with the horizon line on the first through fourth floors. The concrete slab floors are covered with a narrow plank wearing surface on the second through fourth floors and steel plates over plank on the first floor. The basement contains a brick partition wall that separates Mill No. 2 from Mill No. 1. This wall has three sets of double, steel fire doors. The basement also contains an electric, belt-driven, Gardner Denver single-cylinder air compressor against the west wall. A modern half wall and a wash stand are located off the south wall in the west end of the third floor. East of this half wall, a pallet conveyor descends to the first floor. The conveyor is enclosed on the third floor by a wood partition with two nine-light windows.

The north elevation protruding bay contains lobby space that opens to the Mill No. 1 1910 tower on the first, second, third, and fourth floors. The historic fixtures in the east elevation toilet tower are no longer extant.

Mill No. 2 historically provided additional space for worsted yarn production.

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Boiler House/Engine House/Machine Shop

The Boiler House/Engine House/Machine Shop Building extends south from the westernmost two bays of Mill No. 1. This section of the Main Mill consists of three discrete, attached, rectangular components with interior partition walls. From west to east, these components include: a two-story, 60 ft, six-bay north-south, by 50 ft, three-bay east-west Boiler House with a chimney at its southeast corner; a two-story, 60 ft, four-bay north-south, by approximately 36 ft, four-bay, east-west Engine House; and a one-story, 27 ft, two-bay north-south, by 40 ft, six-bay east-west Machine Shop. The chimney and Machine Shop obstruct the south elevation of the Engine House. The Boiler House/Engine House/Machine Shop has slightly pitched, flat roofs, brick walls, and concrete foundations with a quarry-faced-granite water table. The Boiler House and Engine House roofs have exposed beveled rafter tails, wood crown molding, and plank soffits and fascias. Fenestration includes segmental arch window openings with three- and four-course brick lintels and quarry-faced-granite sills. The window openings contain both modern replacement and historic windows and some are bricked in.

The Boiler House has pier-and-spandrel walls and a rectangular, flat-roofed monitor covered in modern sheathing. The piers are wider at the corners of the Boiler House and have corbelling at the spring line of the window arches at the second story. Fenestration includes modern replacement, multipane sash at the second story of each north and south elevation bay; and the second story of each west elevation bay. Historical photographs show that the north and south elevations originally contained paired six-over-nine moveable windows and the west elevation contained single 12-over-12, double-hung windows with a fixed, eight-light transom. Historical photographs also indicate that the monitor originally contained eight, center-pivot, nine-light windows on the east and west elevations. Personnel entrances are located at the first story in the east bay of the north and south elevations. Both entrances contain historic, paneled wood double doors with chamfered edges and ¼-round to ½-round brick molds, multi-course brick segmental arched openings, and original wood infill in the arch. The north elevation entrance is flanked by steel angle-iron pier protectors and the south entrance incorporates flanking granite wheel guards.

The Boiler House chimney is a brick structure that rises higher than the Main Mill. It has a square base that rises above the roof of the Boiler House. A cast-iron hinged ash clean-out door with a segmental arch brick lintel is located near the bottom of the base on the south elevation. The chimney transitions from square to circular in plan in a masonry configuration where the upper corners of the square section are beveled and chamfered inward on a 45-degree angle to form an octagonal-plan base for the round portion of the chimney. This transition is constructed of five courses of smoothly dressed cut-stone blocks. The top of the chimney flares slightly out and is capped with a concrete ring. Four copper lightning rods attached to the ring are grounded with braided copper cable.

The interior structure of the Boiler House incorporates brick walls and floors covered with a concrete skim coat. The high roof is supported by three transverse riveted steel Pratt trusses with a central stiffener

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with diagonal X-bracing running longitudinally under the monitor. The long sides of the monitor were originally glazed as evidenced by remaining window actuators. Three fire-tube type boilers remain in situ in the center of the room. The boilers were manufactured by Edward Kendall & Sons of the Charles River Iron Works in Cambridgeport, Massachusetts. Steel diamond plating covers the floor around the boilers. The center and south boilers have been converted for oil-firing and the oil burner in the south boiler remains in place. All three boilers are decommissioned and supplanted by a modern Cleaver Brooks boiler located on the north wall. The three original boilers raised steam for a 1,000 horsepower steam engine for the mechanical rope drive. The Cleaver Brooks boiler was used solely for heat. A waste heat water heater is located against the south wall.

The Engine House component of the building is the section directly attached to Mill No. 1. The walls are ornamented with four courses of brick corbelling at the spring line of the second-story windows. Fenestration includes segmental arch window openings with four-course brick lintels, quarry-faced granite sills, wood infill in the arch, and ½-round elliptical brick molds. The north three bays of the exposed east elevation contain original paired nine-over-nine sash beneath a fixed nine-light wood sash, at the second story. The east elevation basement windows are covered over. The south second-story bay on the east elevation is shorter and contains paired six-light wood windows. Two original horizontal, fixed 10-light wood, second-story windows are exposed at the east end of the south elevation.

The Engine House interior is constructed of brick walls, a plank ceiling, and a wood plank floor. The majority of the floor in the center of the room is covered by a concrete pad that rises from the basement and originally supported a steam engine with a flywheel and rope drive wheel. A shed-roofed enclosure at the north end of the Engine House roof connects to the west second floor bay on the south elevation of Mill No. 1. This enclosure covered a portion of the rope-drive assembly. The ceiling is supported by the same type of steel trusses found in the Boiler House. These trusses rest on two longitudinal riveted I-beams. Window actuating mechanisms remain in the monitor. The central bay of the north wall is dominated by a full height opening for a rope drive and opens into the adjacent full-height rope-drive chase. Steel stairs with a pipe railing are located in the southwest corner of the room and lead to the basement and Boiler House. A segmental arch opening with a sliding metal-clad fire door also provides access into the Boiler House at this location. A rectangular steel-framed door opening without doors is set into a brick segmental arch in the northeast corner and provides access to Mill No. 1. The southeast corner of the building contains a restroom accessed by another sliding metal-clad fire door within a brick, segmental arch opening.

The Engine House originally contained a 1,000 horsepower steam engine for the rope drive system and was used as a carpenter shop in the 1950s (Sanborn 1911, 1950, 1955).

The Machine Shop has plain brick walls and a short, square chimney near the southeast corner of the roof. The north and east elevations contain original, single 10-over-15 moveable wood sash windows in

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segmental arch window openings. The window openings in the four east bays on the south elevation are filled in with brick. The fifth bay from the east on the south elevation and the west bay on the south elevation contains a multi-pane replacement window. Historical photographs show that the five east bays of the Machine Shop south elevation contained single 10-over-15 windows. A personnel entrance consisting of modern replacement wood double doors within an original segmental arched opening is located directly below the short window. A shipping entrance with a quarry-faced-granite truck dock sill is located in the west bay of the north elevation. The entrance originally contained wood double doors, but only the west original door is extant. This door has two panels with chamfered edges and a 10-light original transom.

The Machine Shop interior is an open space constructed of painted brick exterior walls, a wood plank ceiling with heavy timber beams, and a wood plank floor. Wood stairs with a pipe railing are located in the southwest corner and lead to the basement. The basement is divided into tool and storage cubbies by temporary wood partitions. The Machine Shop retains a fire pump system consisting of an elevated gravity-fed steel water tank and a Worthington fire pump driven by a General Electric motor.

Office/Storehouse Building (circa 1907/1925)

Office

The Office/Storehouse Building is located west and north of the Main Mill. It consists of two attached sections: a circa 1907, one-story, 10-bay north-south, eight-bay east-west (100x80 feet) Office that faces south, and a 1925, one-story, sub-grade, approximately 85 foot north-south by 240 foot east-west Storehouse attached to the north wall of the Office. The Office has a flat, built-up roof, brick pier-and-spandrel walls, and a raised concrete foundation. The roof has a raised brick parapet on all elevations except the east. Typical mill roof features including wood crown molding, plank soffits and fascia, and beveled exposed rafter tails are visible on the east elevation. A corbelled copper sheet cornice caps the more visible west and south elevations of the parapet and the north elevation incorporates drain tile coping. The roof line is ornamented with a concrete string course on all elevations except the east.

Fenestration on each elevation of the Office includes tall, rectangular first-story window openings with flat brick lintels and protruding concrete sills and horizontal rectangular basement window openings. The window openings are slightly narrower than the recessed spandrels, which contain brick corbelling above the window lintels. At the first-story, the west and south elevations contain modern, paired six-over-one metal, double-hung sash with surface applied muntins. The east elevation retains original 15-over-2 double-hung wood sash with ¼-round wood brick molds on the top and sides, behind exterior plywood infill. The north elevation has three irregularly-spaced rectangular window openings with modern 12-over-12, double-hung metal sash with surface-applied muntins. The basement window openings are covered with wire screens on the west elevation and are filled in with plywood on the east elevation. The

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south elevation basement window openings contain modern, fixed, five-light windows with a wide center pane. Historical photographs show single 15-over-2 windows at the first story and five-light basement windows.

The primary entrance to the Office is located in a brick vestibule addition at the third bay from the east on the south elevation. The original, now interior entrance is a rectangular opening with a pair of original, wood, paneled double doors with ½-round brick molds. The top panels of the doors have tall windows. The exterior entrance consists of a segmental arch opening with a soldier-course brick lintel and no doors. The vestibule has a raised concrete foundation and a flared, partially hipped, copper roof. A shallow projecting, molded, concrete rectangular panel directly above the vestibule roof has cast bronze serif capital letters that spell 'office' in a rectangular recess. The vestibule is fenestrated with a horizontal, rectangular, 12-light modern window with a brick sill on the south elevation and a small modern multipane window on the east elevation. The west elevation of the vestibule contains the entrance and is accessible from west-facing concrete steps with a thin wrought iron railing. A bronze sphere caps the newel post. Cast-stone pilasters with vertically scored lines flank the doors. This entrance vestibule is historic, but not original to the Office. A second, utility entrance is located in the north bay of the east elevation. This entrance consists of a tall, narrow paneled wood roll door accessed by a small, raised loading dock with cast concrete steps.

The interior structure of the Office is typical of early-twentieth-century fire-resistive mill loft construction. The first floor is divided into four longitudinal bays by three rows of chamfered wood posts that support deep chamfered beams. The ceilings are constructed of north-south spanning wood plank and the floors are constructed of narrow pine plank. Circa 1960s faux wood panel partitions, attached to the posts throughout the floor were recently demolished. Ornate cast-iron radiators remain under the windows. Wood stairs located in the center of the floor in the south end of the Office descend into the basement. The northwest corner of the basement is divided into men's and women's restrooms with metal stalls. A York walk-in safe with a concrete enclosure is located in the center of the basement.

The Office was originally designed to serve as an office and storage facility. By 1950, it was used only as an office, and by 1955 it served as a wool waste storage facility (Sanborn 1911, 1950, 1955).

Storehouse

The 1925 Storehouse addition is oriented east-west at the northwest corner of the property and forms a street wall along Fairmount and Water streets. Approximately six feet of the building is exposed above grade. The Storehouse has a flat, concrete slab roof with a short, brazed-seam, sheet metal flashing at the cornice line, and concrete pier-and-spandrel walls. Turner System mushroom columns are exposed on the east elevation. A low, shallow parapet, topped by a chain-link and barbed-wire fence rises from the roof. The northwest corner of the roof contains a low, raised concrete structure, with window openings filled in

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with plywood. A raised square enclosure is located in the middle of the south side of the roof and covers an elevator shaft. The wall articulation is typical of early-twentieth-century reinforced concrete warehouse construction, with narrow piers and wide spandrels. A narrow, brick-faced spandrel is located at the north end of the west elevation.

The spandrels contain full-width horizontal window openings with plain, protruding concrete sills and lintels. The west elevation has replacement bronzed aluminum casement windows with vertical lenticular glass, covered by wire-framed metal grilles. The fenestration on the north elevation and the majority of the east elevation are filled in with plywood. A window well is cut to the bottom of the building on the north elevation and original steel sash multi-pane windows are visible on the interior of the north wall. Each north window bay contains three outward-tilting awning sections. The south elevation contains a band of four-light steel windows within each bay. The Storehouse is accessible from concrete steps and a concrete pit below grade at the east end of the south elevation. Concrete steps located on the east end of the south elevation near the Office provide access to the roof.

The Storehouse interior is accessible from the basement of the Office via a ramp and sliding fire door near the southwest corner of the Storehouse. The interior structure consists of four longitudinal rows of concrete mushroom columns supporting cast concrete roof slabs and a concrete slab floor. The last row of columns in the east end of the building is engaged in the east wall and visible from the exterior, indicating that the building was designed to be expandable. The space is divided into two rooms by a transverse brick firebreak wall with one narrow and one wide door. A small brick enclosure is located in the northwest corner of the building and a second brick enclosure is located in the northeast corner of the west room. The second enclosure is reached by two doors and concrete steps with pipe railings. The remains of a freight elevator are located on the south wall.

The Storehouse was designed to provide additional storage space necessitated by the addition of more production space provided in Mill No. 2. In 1950, the east third of the building incorporated a second Machine Shop (Sanborn 1950). In 1955, the Storehouse housed cotton spinning operations (Sanborn 1955).

Guard House (circa 1910)

The Guard House is located south of the Office/Storehouse building. It is a rectangular, two-bay-by-two-bay building with an asbestos shingle-clad, hip roof, brick walls, and a concrete foundation. The roof has a molded, painted wood cornice. A soldier-course string course wraps the bottom of the brick walls. Fenestration consists of rectangular openings with flat, protruding concrete sills and flat, flush soldier-course brick lintels. The north elevation contains an original steel 12-light window with an inward-tilting hopper and a bottom pivot within a tall window opening in the west bay. The remaining three elevations have eight-light, steel inward-tilting hopper windows. Two entrances with single-leaf, two-panel, wood

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doors are located at the northeast corner of the building, in the north bay of the east elevation and the east bay of the north elevation.

The interior of the building is divided into two rooms by a temporary partition. The ceiling is finished with wood panels and cove molding. An ornate cast-iron radiator is located under the windows on the west wall.

Gate (circa 1910)

An entrance Gate is located on Fairmount Street between the southwest corner of the Office/Storehouse Building and the northwest corner of the Guard House. The Gate is a historic, built-up riveted steel structure that consists of a horizontal gate hanger I-beam supported by two riveted steel box posts, footed in poured concrete wheel guards. The posts are constructed of flat steel plates on the east and west sides held together by riveted steel lattice on the north and south sides. The north end of the beam butts up against the south wall of the Office/Storehouse Building, where it connects to a post-shaped sheet steel counterweight enclosure. Electrical conduit hangs from the south end of the beam. The original gate doors that hung between the posts are non-extant and have been replaced by two outward-swinging sections of chain-link fence topped by three strands of barbed wire. The entrance is flanked by original wrought iron fencing with closely spaced, spike-tip pickets of alternating heights.

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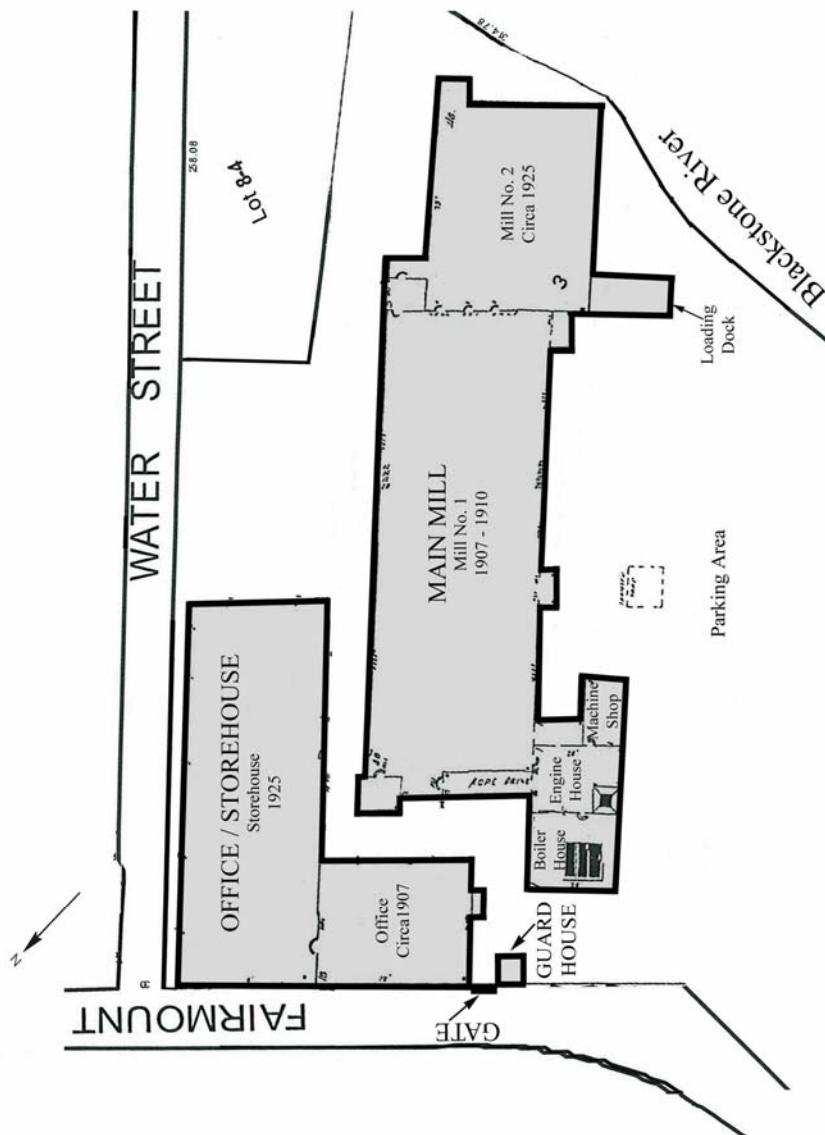
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Mill Floor Plan

Not to Scale



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Photographic Information

Photographer: Matthew A. Kierstead
Date of Photographs: February 16, 2006

Negative Location: PAL
210 Lonsdale Avenue
Pawtucket, RI 02860

(Note: These photographs were taken with a digital camera at high resolution and printed on Epson Premium Glossy paper using Epson UltraChrome pigmented inks per the National Park Service March 2005 Photo Policy Expansion list of Acceptable Ink and Paper Combinations for Digital Images.)

Index to Photographs:

1. General view of complex, looking northeast showing from left to right: Fairmount Street, Office/Storehouse Building, Gate, Guard House, and Main Mill
2. View of west and south elevations of Main Mill, looking northeast
3. View of Mill No. 2 from trestle bridge over Blackstone River, looking west at east elevation
4. View of north and west elevations of Mill No. 1, looking southeast from roof of Storehouse
5. View of north elevation of Main Mill, looking south from across Water Street
6. Detail view of Boiler House/Engine House/Machine Shop, looking northwest at south and east elevations
7. Detail view of south elevation of Mill No. 2, looking northeast
8. Detail view of south and east elevations of Office, looking northwest
9. Interior view looking northwest in 1910 section of Mill No. 1 basement
10. Interior view looking east from west end of Mill No. 1 fourth floor
11. Interior view looking west from east end of Mill No. 2 second floor

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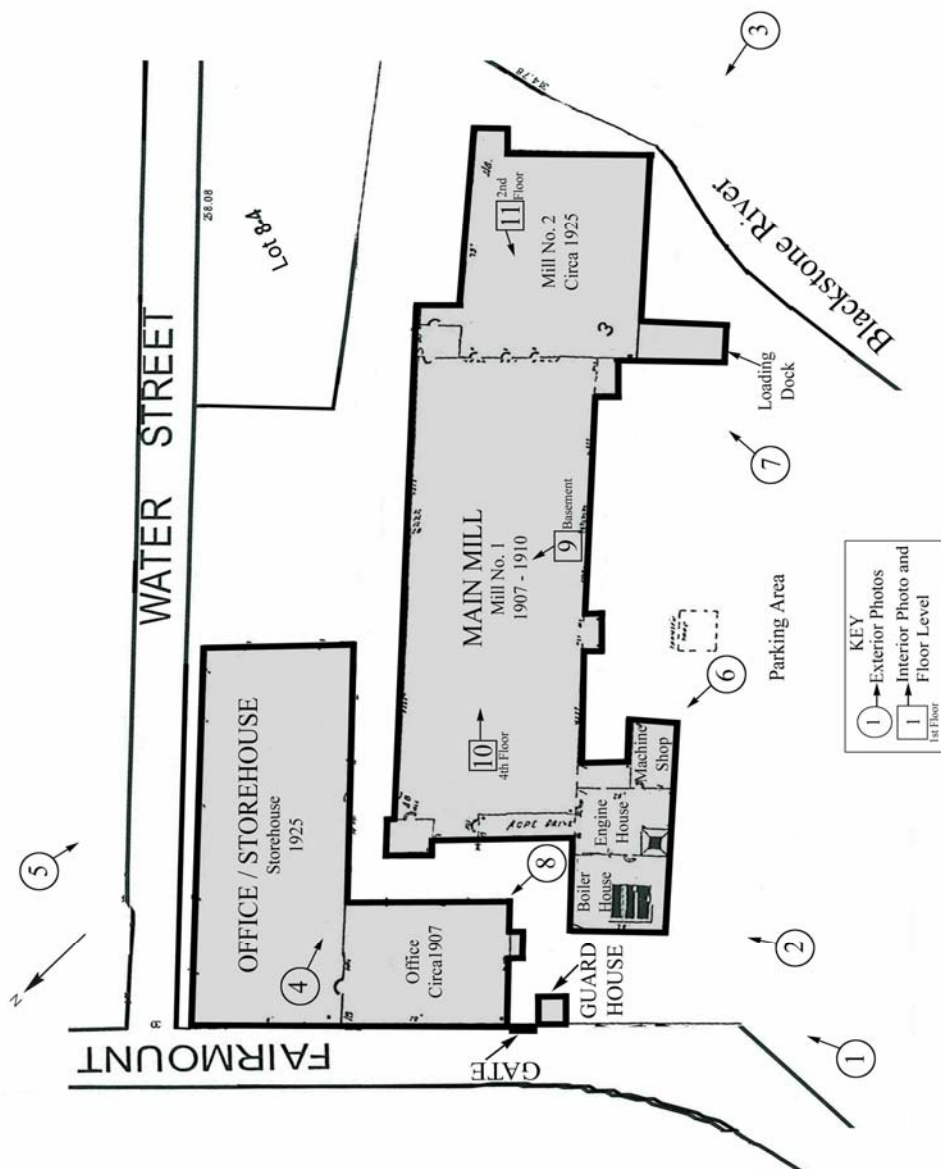
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Photo Key Map

Not to scale



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STATEMENT OF SIGNIFICANCE

Summary

The Jules Desurmont Worsted Mill is significant as a representative physical expression of the labor history, worsted woolen industry, and industrial architecture of Woonsocket, historically one of the largest textile manufacturing centers in Rhode Island.

Under Criterion A, the property possesses important historical associations with the development of the worsted industry in Woonsocket at the turn of the twentieth century and with the development of the city's strongest local labor union, formed during the Great Depression. The Desurmont Worsted mill was one of many Woonsocket worsted mills built by French and Belgian textile businessmen in the early twentieth century as a result of Governor Aram Pothier's efforts to attract foreign investment to Woonsocket. In 1931, a Belgian mill worker employed at the Desurmont Mill helped found the International Textile Union, which conducted its first strike at the mill.

Under Criterion C, the property possesses significance as an intact collection of resources that reflect early-twentieth-century industrial architecture and power transmission engineering. The buildings incorporate a variety of construction methods from fire-resistive timber framing to Turner System concrete framing. The mill was designed for a large mechanical rope drive system at a time when new textile mills were increasingly being designed for electric power transmission. Although the machinery has been removed, the existing buildings retain a high degree of their architectural integrity.

Historical Significance

Development of Woonsocket and the Blackstone River

The city of Woonsocket, Rhode Island, is defined by the Blackstone River, which attracted water-dependent development of the area from the late seventeenth century through the mid-twentieth century. The Blackstone River originates at the confluence of Middle River and Mill Brook in Worcester, Massachusetts, and flows south over hilly terrain to tidewater at the Seekonk River in Pawtucket, Rhode Island. The Blackstone River flows south from the town of Blackstone, Massachusetts into the west side of Woonsocket, where it bends in a W-shape, then continues east through the downtown and south toward Lincoln and Cumberland, Rhode Island. The natural bends and falls of the river provided early opportunities for water power development. By 1698, two industrial establishments located at Woonsocket Falls marked the beginning of white settlement in Woonsocket. The Arnold family from Providence built a sawmill at the falls and John Balkam operated an ironworks there (Chase and Nebiker 1976:6). Woonsocket Falls are the largest natural falls in the city and are located at Market Square

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formed by River, Arnold, Main, South Main, and Bernon streets (Bernon is now known as Truman Drive). Market Square is within the east half of the W-bend in the river.

Woonsocket originated from portions of land purchased through separate deeds with the Wampanoag and Narragansett Indians. The towns of Rehoboth, Attleboro, Cumberland, Providence, Mendon, and Smithfield formed from these purchases and encompassed present-day Woonsocket. The city of Woonsocket did not officially incorporate until 1888 (Chase and Nebiker 1976:5). The area around Woonsocket Falls became the commercial center of Woonsocket in the eighteenth century and residential settlement occurred north and east of it. The earliest streets ran southwest to northeast and crossed the river at Woonsocket Falls. These streets were widened Indian trails and are now incorporated as South Main and Main streets (Chase and Nebiker 1976:8).

The pace of development in the Blackstone River valley region increased at the turn of the eighteenth century, after Samuel Slater established the first waterpowered machine cotton spinning mill in the United States at the south terminus of the Blackstone River in Pawtucket, Rhode Island in 1790. This technological advancement transformed textile production into a factory-based industry. In the first decade of the nineteenth century, the Arnold family retained ownership of the majority of the water rights in Woonsocket (Chase and Nebiker 1976:10). Joseph Arnold formed the Social Manufacturing Company with five other men in 1810 and provided the company with the land for their mill, located off Main Street northwest of Woonsocket Falls (Chase and Nebiker 1976:9; Nelson 1838). The company constructed Social Street to connect the mill and the residential village that formed around it to Main Street. The establishment of the Social Mills formed a second industrial nucleus in Woonsocket. Woonsocket continued to grow in a pattern influenced by industrial operations along the river. By 1838, Woonsocket consisted of five distinct villages, including Woonsocket, Social, Hamlet, Bernon, and Globe (Nelson 1838). Woonsocket Village encompassed a number of mills near Woonsocket Falls and remained central to the other villages (Chase and Nebiker 1976:10-11). The other villages, located northeast, east, southeast, and immediately southwest of Woonsocket Village each formed around a large mill, which the villages are named for. By 1842, approximately 4,000 residents worked at 20 mills and produced primarily cotton fabrics (Chase and Nebiker 1976:10, 25).

Technological advancements allowed for regional transportation improvements between industrial centers along the Blackstone River in the nineteenth century. The Blackstone Canal Company, formed by constituents from Massachusetts and Rhode Island, began construction of a canal from Worcester to Providence in 1824 (Lewis 1973:6). The Blackstone Canal opened in 1828. The Canal was located adjacent to the Blackstone River from Worcester to Millville, Massachusetts, where it intertwined with the river and extant mill ponds to the town of Albion, then turned southwest away from the river to the Cove in Providence (Lewis 1973:14-15). The canal separated from the river in Woonsocket at the west half of the W-bend at present-day River Street, and at Hamlet Village in the east end of town (Nelson

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1838). The creation of the Blackstone Canal was an attempt to enhance the regional market between Worcester and Providence, hindered by the inadequacy of horse and coach travel. Despite initial success, most canals throughout the country succumbed to railroads by the late nineteenth century. The Blackstone Canal officially closed on November 9, 1848 because of conflicts over water rights with mill owners and competition from the Providence and Worcester Railroad (Lewis 1973:12).

The Providence and Worcester Railroad was chartered on November 25, 1845 and through service between Providence and Worcester began on October 20, 1847 (Lewis 1973:17). The Providence and Worcester Railroad extended southeast to northwest through Woonsocket, crossed the river at either end of the W-bend, and stopped at a station in Social Square, the intersection formed by Main, Clinton, Court, and High streets. In 1863, the Boston, Hartford, and Erie Railroad Company extended a line through the west and north ends of Woonsocket that crossed the river in the middle of the W-bend (Beers 1870). By 1892, the Boston, Hartford, and Erie Railroad consolidated into the New York and New England Railroad (Sanborn 1892). The New York, New Haven, and Hartford Railroad Company (NY, NH, & H) owned both rail lines by 1903 (Sanborn 1903). In 1906, the company purchased the majority of street rail tracks in the area, including 22.8 miles of track owned by the Woonsocket Street Railway; 30 miles owned by the Milford, Attleboro, & Woonsocket Street Railway; 10 miles between Woonsocket and Providence owned by the Providence & Burrillville Street Railway; and 9 miles in Burrillville owned by the Columbian Street Railway (Fortin 1988:35). Electric street rail service operated in Woonsocket by 1887 and connected to Providence by 1905 (Chase and Nebiker 1976:38; Fortin 1988:39).

The Worsted Industry and Second Development Period in Woonsocket

Woonsocket's primary industry shifted from cotton textile manufacturing to woolen production in the mid-nineteenth century and expanded to include worsted production in the late nineteenth century. Worsted yarn is a type of woolen yarn made from long fibers, rather than fibers of mixed length. Worsted yarn is stronger than mixed-fiber woolen yarn and has a smooth texture and sheen that is popularly used to manufacture suits or coats. Edward Harris of Lime Rock Village in Lincoln, Rhode Island, established the first woolen mill in Woonsocket in 1831 (Chase and Nebiker 1976:20). The success of this mill and the regional market accessible through the Providence and Worcester Railroad enabled Harris to expand his business. Harris owned four woolen mills in Woonsocket by 1850 and in 1865 he built the Privilege Mill in the north end of Woonsocket, east of the Boston, Hartford & Erie Railroad (Chase and Nebiker 1976:23). Harris manufactured cassimere at the mill and constructed 80 tenements on North Main and Privilege streets to house workers (Chase and Nebiker 1976:20, 23). Harris's success was soon followed by other entrepreneurs who constructed additional mills in Woonsocket to manufacture woolen goods and industrial machinery, among other products. The presence of these industries minimized the affect of the 1873 cotton industry panic on Woonsocket.

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The industrial growth of Woonsocket aided by rail connectivity resulted in the physical convergence of the mill villages and significant population growth. In 1875, 76 percent of Woonsocket's 16,000 residents were French-Canadian and Irish immigrants or children of immigrants (Chase and Nebiker 1976:25). Many of these immigrants settled in Constitution Hill, located in the middle of the W-bend in the river, north of Globe Village (Bailey and Hazen 1876; Beers 1870). Constitution Hill is a neighborhood of primarily clapboard multi-family houses and tenements, built between 1865 and 1910 (Chase and Nebiker 1976:32-33). The large population of Woonsocket necessitated improvements in local political and infrastructure systems. In 1871, Woonsocket residents politically unified as a town and annexed additional land south and west of the river from Smithfield (Chase and Nebiker 1976:25). The City of Woonsocket paved streets, created a public water system, developed fire and police departments, and built new schools, after its incorporation in 1889 (Chase and Nebiker 1976:35).

The majority of the large worsted mills in Woonsocket were constructed after the modernization of the city. The Singleton family built the Perseverance Worsted Company on River Street in the northwest corner of Woonsocket in 1880 (Fortin 1988:35; Sanborn 1892). Aram J. Pothier, a French-Canadian politician, nurtured the Woonsocket worsted industry in the following decades. Pothier was born in 1856 and immigrated to Woonsocket as a child. He began his career as a banker and investor in textile companies. In 1894, Pothier won the mayoral election. This position gave Pothier more control over local legislation affecting the textile industry. He advanced his political career in 1897, when he served as Lieutenant Governor of Rhode Island. Pothier won the Rhode Island gubernatorial election seven times, serving multiple terms from 1909 to 1915 and from 1925 until his death in 1928 (Fortin 1988:33-34).

Pothier represented Rhode Island at the Paris Trade Expositions in 1889 and 1900 in an effort to attract foreign investment to Woonsocket (Chase and Nebiker 1976:30). Pothier targeted French and Belgian textile companies and gained their interest in opening operations in Woonsocket with several selling points. He explained that the large French-speaking community was already skilled in the textile trades and formed a significant available work force. Pothier also pointed out that foreign companies could sell goods to United States markets with no tariff if the companies owned manufacturing works on U.S. soil and that the city offered tax exemptions for newly built mills (Chase and Nebiker 1976:30). At the turn of the century, the extant, thriving cotton, wool, and worsted manufacturing companies established by English-speaking owners in Woonsocket provided evidence that new businesses had high success rates. New American-based textile businesses in Woonsocket included the Dunn Worsted Company in 1894, Lawton Spinning Company at the former Privilege Mill in 1900, Woonsocket Worsted Company in 1901, Scotia Worsted Mill on River Street in 1903; and the Manville Company consolidation of the Social, Nourse, and Globe cotton mills in the early 1900s (Fortin 1988:35-36). By 1904, Woonsocket mills employed 8,099 people, including 568 children (Fortin 1988:36).

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Pothier's efforts at the Paris Exposition proved successful. In 1890, Joseph Guerin, a Belgian wool tradesman, sent his son Theophile to Woonsocket to evaluate the commercial potential of the city (Fortin 1988:34). The following year, Joseph Guerin moved to Woonsocket and gained experience by working at the Woonsocket Rubber Company, Perseverance Worsted Company, and the Saranac Worsted Mill in Blackstone, Massachusetts. After purchasing used carding machinery in Europe, Joseph and Theophile Guerin founded the Guerin Spinning Company on Social Street in 1893. Mayor Pothier joined the Company in 1895. The Guerin family quickly expanded their entrepreneurship, forming a strong base of foreign investment in Woonsocket. Joseph Guerin's son Edmond operated the American Paper Tube Company on Hazel Street in northern Woonsocket. In 1898 he began production of paper tubes to replace wooden bobbins used in textile spinning. Theophile Guerin helped found Falls Yarn Mill near Woonsocket Falls in 1900 (Fortin 1988:34). Joseph Guerin retired in 1918 and died four years later (Fortin 1988:34).

The Guerins' success and Aram Pothier's influence at the 1900 Paris Exposition resulted in a wave of new Belgian and French worsted companies in Woonsocket. The French companies were founded by wool industry businessmen from French towns near the Belgian border. Auguste Lepoutre of Roubaix, France founded the Lafayette Worsted Company in 1900 (Fortin 1988:34). Lepoutre constructed a mill complex adjacent to the Blackstone River on Hamlet Avenue in east Woonsocket. He hired French engineer Charles Loridan to install the spinning machinery and design the buildings to accommodate French production processes. The following year, Loridan established the Loridan Worsted Company. In 1905, Belgians Dieudonne Servais and Joseph Rogister founded the Woonsocket Spinning Company. Charles Tiberghien and Sons of Tourcoing, France followed the Woonsocket Spinning Company in 1906, with the establishment of the French Worsted Company. Tiberghien built a mill on Hamlet Avenue, with the help of a 15-year tax exemption for the mill secured by Aram Pothier (Chase and Nebiker 1976:30; Fortin 1988:35). By 1928, foreign-based capital "accounted for sixty-five percent of the twenty-eight million invested in Woonsocket's textile mills" (Gerstle 1982:51).

Worsted Spinning Processes

The French worsted manufacturing companies that settled in Woonsocket employed a different method of worsted spinning than that typically used in the United States. Most American-based worsted companies used the 'English' or 'Bradford System.' This process involved sorting wool fibers by length, oiling the fibers, heating and twisting the fibers during combing, and spinning the yarn on a wood frame. The Bradford System resulted in durable yarn and was "recognized as the ideal process in the manipulation of alpaca, mohair, camel hair, [and] goat's hair" (Edmondson 1928:13; Fortin 1988:35). The French-based worsted companies used the 'Continental' or 'French System.' The French process involved sorting wool fibers by fineness rather than length, combing the fibers with unheated rollers or pins without oil, and spinning the yarn on mule-spinners. The French System resulted in soft, smooth, elastic yarn, suitable for

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wool blends with cotton or silk; underwear, hosiery, and dress goods (Edmondson 1928:14). Most French mills in Woonsocket contained facilities for all three phases of worsted spinning as well as yarn dyeing (Fortin 1988:35). These mills produced yarn distributed to weaving and finishing works within regional or national markets.

Jules Desurmont Worsted Company

In 1907, Aram Pothier's foreign communications attracted a second worsted company from Tourcoing, France to Woonsocket. Jules and Georges Desurmont operated the Jules Desurmont & Fils Company in Tourcoing. After receiving a tax exemption from Woonsocket Mayor Adelard Archembault to build a new mill across Fairmount Street from the Alice Mill, the Desurmonts began planning a U.S. branch of their Tourcoing works (Fortin 1988:43; PBTJ 1907a). The Desurmonts bought property located in the Fairmount neighborhood that extends west from the west half of the W-bend in the river and was one of the last large land areas developed in Woonsocket. The Fairmount area contained available large tracts of space suitable for new and growing manufacturing interests that could not fit production facilities in the crowded downtown. The Woonsocket Machine Company and Enterprise Manufacturing Company, first located on either side of the railroad at Harris Avenue, were two of the earliest manufacturing interests to locate in the area (Bailey and Hazen 1876). The Woonsocket Rubber Company moved its operations and 2,000 employees from Market Square into the new Alice Mill complex on the northwest side of Fairmount Street in 1889 (Chase and Nebiker 1976:29). Workers employed at these industries settled in the Fairmount area and initiated its residential development (Chase and Nebiker 1976:62). The Desurmont property was owned by the Arnold family until 1866, when it was sold to Fairmount Farm Company (Chase and Nebiker 1976:62). The property is located immediately south of the former Canal path that was located along or near Water Street.

The Desurmonts awarded J.W. Bishop Company Contractors and Builders the contract to build a mill with an attached Boiler House/Engine House/Repair Shop in June 1907 (PBTJ 1907b:296). In October, Bishop signed a contract to build the Office/Storage Building, a "brick building with a tar-and-gravel roof," for \$20,000 (PBTJ 1907c). The east half of the mill (Mill No. 1) was completed in 1910. The mill operated with steam power transmitted via a rope drive, steam heat, and electric lights (Sanborn 1911). The mill and office buildings increased the value of the Desurmont property from \$15,800 in 1907 to \$90,800 in 1908 and \$188,250 by 1911 (La Tribune 1907; Union Label 1908:40, 1909:44, 1911:44).

The Jules Desurmont Worsted Company officially incorporated on February 12, 1909 with Jules Desurmont as the president and owner (Kulik and Bonham 1978:273; Rhode Island State Bureau 1930:174). Aram Pothier served as an initial treasurer of the company before it was incorporated (PBTJ 1908b). In 1911, the other officers included Georges Desurmont, treasurer, and J.W. Hamm as secretary and assistant treasurer (PBTJ 1911). The company produced worsted and merino yarns and sold the yarn

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to outside finishing works, including manufacturers of suits, knitting, and plush products (PBTJ 1911; Rhode Island State Bureau 1930:174). Mill No. 1 housed yarn storage in the basement; twisting, spooling, and reeling operations on the first floor; drawing on the second floor; and mule spinning on the third and fourth floors (Sanborn 1911). Additional storage space was located in the basement of the office building. The company began production with 14,400 mule spindles and 1,800 twisting spindles (Rhode Island State Bureau 1930:174). By 1910, Jules Desurmont employed 346 people at the mill (Fortin 1988:35). Worker tenements, saloons, and small stores developed along River Street north of the mill (Sanborn 1911).

Production at Desurmont Mill continued to grow through the early twentieth century. By 1930, 625 employees produced 70,000 pounds of yarn a week with 38,400 mule spindles and 12,000 twisting spindles (Kulik and Bonham 1978:273; Rhode Island State Bureau 1930:174). The company distributed products in the national market, through sales agencies in New York City, Boston, Philadelphia, and Chicago (Rhode Island State Bureau 1930:174). The capital stock of the company increased from \$500,000 at incorporation to \$2 million in 1930 (Rhode Island State Bureau 1930:174). Increased production necessitated a major construction campaign in the 1920s. The company constructed a four-story, reinforced concrete loft addition (Mill No. 2) attached to the east end of the extant mill (Mill No. 1), about 1925. A one-story, reinforced concrete building added to the north side of the Office Building in 1925 provided storage space necessitated by the increased production space (Sanborn 1950). The storage building addition occupied land at the corner of Fairmount and Water streets that was originally divided into three lots (Sanborn 1911, 1950). A 1950 Sanborn map depicts two tunnels leading west and north from the northwest corner of the mill to the office and storehouse (Sanborn 1950). These tunnels likely date to the 1925 construction. A third tunnel led from the east tower of the mill north to the Dorlexa Dyeing and Finishing Company on Water Street, indicating that some yarn products were finished locally (Sanborn 1950). The property value of the lot and buildings at Desurmont Mill increased from \$280,750 in 1922 to \$406,600 in 1925 and \$453,600 in 1926 (Union Label 1922:70, 1925:100, 1926:109). The increase in property value from 1911 to 1922 may reflect the purchase of four lots on Water Street between Fairmount and Canal streets, prior to the construction of the Office/Storehouse Building addition (Sanborn 1911, 1950). By 1930, the company owned 210,000 square feet of land and 80,000 square feet of building space at the Fairmount Street complex. After 1926, annual Woonsocket tax records listed other property parcels owned by the Desurmont Worsted Company (Union Label 1927:112, 1928:113–114, 1931:131–132, 1932:101, 1933:99).

In 1928, Jules Desurmont moved Eugene A. Bonte, the export director of the Desurmont works in France, to Woonsocket to work as the assistant manager of the Desurmont Mill (Fortin 1988:35). At the time, the company officers included Luis Galle, vice president and general manager; Georges Desurmont, treasurer; and Georges Dubois, secretary (Rhode Island State Bureau 1930:174). The Desurmont Worsted Company reorganized in 1935. Jules Desurmont retained ownership and control of the

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company, but promoted Eugene Bonte to president. Desurmont changed the name of the company to Riverside Worsted Company in 1935 and sold the property to the Fairmount Realty Corporation (City of Woonsocket n.d.). The Riverside Worsted Company gained title to the property in 1939 (City of Woonsocket n.d.). The company operated until 1952 (Fortin 1988:39).

The International Textile Union and Economic Hardship in Woonsocket

Declining local and national economic conditions that began in the mid-1920s hindered Woonsocket's booming textile industries. The tax exemptions used as incentives to attract industrial expansion at the turn of the century and the cost of improved public facilities necessitated by related city growth caused significant municipal debt in Woonsocket by the mid-1920s (Chase and Nebiker 1976:43). Woonsocket's cotton industry collapsed, following trends of collapse throughout New England because of southern competition, decreased demand for cotton, and labor unrest (Carroll 1932:868; Chase and Nebiker 1976:43). The Manville-Jenckes Company threatened to move all cotton operations at the Nourse, Globe, and Social Mills to the south in 1927 citing that the south "offers exemption from taxation and they put up the money to the build the mill, put up our villages . . ." (Providence Journal 1927:1). The Manville-Jenckes Company closed the Nourse and Social mills that year (Providence Journal 1927:1). The Woonsocket worsted industry fared well during the collapse of the cotton industry, but suffered from the effects of the Great Depression and growing labor unrest in the 1930s.

The Great Depression caused a significant decrease in the economic value of Woonsocket manufacturing companies and products. The combined value of these companies dropped from \$81 million in 1929 to \$43 million in 1935 (Gerstle 1982:57). Textile companies attempted to cut costs through layoffs, reduced wages, longer work weeks, and increased output per employee. Fifty percent of Woonsocket textile workers in Woonsocket were unemployed during the depression (Chase and Nebiker 1976:45). These conditions resulted in the creation of Woonsocket's strongest union, founded in part by French and Belgian mule spinners.

The first record of French and Belgian Woonsocket textile workers associating with a union is in 1922, when they joined the Worsted Spinners Organization of Woonsocket (Gerstle 1982:99). This union focused on the French Worsted Company and was not highly successful. Between 1924 and 1927, Woonsocket workers organized 10 local chapters of the nationally based United Textile Workers of the American Federation of Labor (UTW) (Fortin 1988:100). By 1930, only one of these local chapters remained active because Woonsocket textile workers found the organization and policies of the union inadequate (Fortin 1988:100). In 1931, Eugene Lemay, president of Local UTW Number 1580, organized meetings of local textile workers to discuss the union (Fortin 1988:101). The meetings resulted in the creation of the International Textile Union (ITU) in 1931. Founding members of the ITU included nine workers born in France or Belgium, seven born in Quebec, and two born in the U.S. (Gerstle

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1982:94). Eugene Lemay briefly served as president until Joseph Schmetz was elected president later that year. Schmetz retained the position until 1943 (Gerstle 1982:95). The ITU was an industrial union, rather than a craft union like the UTW, meaning that all textile workers were eligible to join the union, regardless of skill level and status (Fortin 1988:100).

Joseph Schmetz gained employment as a mule spinner at the Desurmont Worsted Mill in 1927. Schmetz was born in Verviers, Belgium in 1893, began working in worsted mills in 1905, and immigrated to Canada in 1919 to escape poor conditions caused by World War I. Schmetz left Belgium in a group of skilled workers under contract with a Toronto manufacturer who paid the transportation costs of the group out of their future earnings. In 1922, he lost his job during a textile depression and moved to Buffalo, New York. He worked as a mule spinner at Shawsheen mill in Lawrence, Massachusetts from 1923 until becoming unemployed during a strike in 1925. Prior to arriving at Desurmont Mill, Schmetz worked two years at the French Worsted mill in Woonsocket, where he gained exposure to the Worsted Spinners Organization. He joined UTW Local 1580 in 1927. (Gerstle 1982:100–101).

The ITU conducted its first strike in 1931 in protest to a wage cut at the Desurmont Mill (ITU 1942:7). After one week, the Desurmont Company agreed to increase wages of all 625 employees by 7.5 percent. The successful negotiations proved the strength of the ITU and persuaded “unorganized sections” of employees at the mill to join the union (ITU 1942:7). In the early years of the ITU, the union continued to organize small reactionary strikes at the Desurmont mill and the Lawton Spinning Company mills (Fortin 1988:101). On February 6, 1933, the Desurmont Company cut wages by 17 percent, resulting in an eight-week strike (ITU 1942:7). The ITU provided food to the strikers, despite depleted union funds. This time, the ITU lost the dispute and the Desurmont Company required strike leaders to sign “Yellow Dog” contracts, in which employees agreed to cease union activity as a condition of returning to work (ITU 1942:7). Joseph Schmetz signed such a contract and temporarily resigned the presidency of the ITU (ITU 1942:7). By 1934, Woonsocket membership in the ITU reached 1,500 workers (Fortin 1988:101).

The ITU joined national efforts to improve working conditions in the textile industry during the great textile strike in September 1934. On September 1, the UTW called for a nationwide strike in support of southern textile workers. Southern textile employers violated the fair competition codes passed into law by President Roosevelt’s 1933 National Recovery Act in 1933. The companies violated the 40-hour work week, then denied workers’ bargaining rights over the issue (Fortin 1988:101). On September 8, the ITU voted to participate in the national cause through a walkout, rather than strike against Woonsocket mills (Fortin 1988:101). All Woonsocket textile mills temporarily closed on September 11 except the Woonsocket Rayon Company, where employees agreed to keep working “to finish processing a batch of chemicals into rayon filaments.” When the management refused to close the mill after the work was completed, Woonsocket workers became outraged (Fortin 1988:101). That night, workers attempted to close the plant by force, prompting police response and further aggravating tempers. On September 12,

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1934, 10,000 people rioted in Social Square and caused \$100,000 of damage (Fortin 1988:102). The National Guard arrived the next day to quell the situation. The riots finally ended on September 22 (Chase and Nebiker 1976:45).

The ITU grew steadily after the strike, reaching a membership of 6,000 workers in 20 locals by 1936 (Fortin 1988:102). The increased membership prompted the creation of the position of General-Secretary, filled by Lawrence Spitz until he was drafted in 1943. Schmetz and Spitz built the ITU into a broader social organization to improve the quality of life. The ITU developed 20 residential lots on Cumberland Street and provided subsidized medical and life insurance plans by 1940 (Fortin 1988:104). In 1941, ITU membership included 8,798 Woonsocket workers, 3,550 workers from two Manville-Jenckes Company mills outside the city, and 39 local units (Fortin 1988:104). The ITU continued to negotiate wages, working conditions, and encourage employment opportunities through economic recessions in the 1950s. In January 1954, the ITU rejected a proposed 25-cent hourly wage cut for Woonsocket textile workers (Providence Journal 1954a:1, 17). The ITU told the city Development Council that “wage cuts would not cure the ills of the city’s textile industry nor save a single plant . . . textile mills must invest new capital in modern, high-speed machinery capable of increasing production at lower cost” (Providence Journal 1954a:1, 17). In April 1954, the ITU organized a strike of 4,800 woolen/worsted industry employees at 19 Woonsocket mills in protest to a 13-cent hourly wage reduction (Providence Journal 1954c:21). The strike resulted in one-year wage contracts between the ITU and 16 mills (Providence Journal 1954c:21). By 1964, the ITU became involved in advocacy on a national level. The ITU stated that the union wanted President Johnson to provide relief to the New England textile industry by controlling the increased “influx of foreign-made wool textiles . . . causing continuing liquidations and unemployment” (Providence Evening Bulletin 1964:54).

Bonte Spinning Company and the Desurmont Mill in the late Twentieth Century

Eugene A. Bonte purchased the Riverside Worsted Company and its assets after operations ceased in 1952 and formed the Bonte Spinning Company. After the Riverside Worsted Company closed, multiple small textile businesses occupied the space. Between 1953 and the early 1970s, the following businesses were located at the Desurmont/Riverside Worsted complex: Bonte Spinning Company, Famb Knitting Company (Division of Enterprise Dye), Enterprise Dye Works, Frank A. Murphy Company (wools), Kane Knitting Mills, Yorkshire Worsted Mills, Wanskuck Mill Textile Manufacturers, B.B. Textile Inc., G & L Trading Corporation (woolen fibers), Newell Manufacturing (draperies), Bristol Fabrics of Rhode Island Incorporated, Stadium Waste Sales Corporation (wool waste), and Roger Development Corporation (real estate) (R.L. Polk 1954–1970). A 1955 Sanborn map indicates that the main mill remained manufacturing space, the Office housed wool waste storage, and the Office addition was used for Cotton Spinning (Sanborn 1955). Property records indicate that the Roger Development Corporation bought the property in 1953 and sold it to Eighty-Four Fairmount Incorporated in 1966, which was

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renamed Bonte Industries Incorporated in 1974 (City of Woonsocket n.d.). The American Luggage Works Incorporated, later known as American Tourister, bought the property in 1975 and retained operations there until the late 1980s (City of Woonsocket n.d.). In 1991, the south portion of the property became a new lot, number 151, for a state recreation easement (City of Woonsocket n.d.). The remainder of Plat 8, Lot 97 is currently owned by Tech Industries, Incorporated.

Architectural and Engineering Significance

The Desurmont Mill complex is representative of early-twentieth-century textile mill construction, building types, and layout. It embodies aspects of late-nineteenth-century mill architectural design and engineering elements and early-twentieth-century standardized design and concrete construction.

Mill No. 1 employs fire-resistive framing first introduced in the 1830s, including thick slow-burning wood plank wearing surface floors, heavy, widely spaced wood columns and beams, and layered plank ceilings. These materials are also found in the Office and Engine House. The exterior of Mill No. 1 and the attached Boiler House/Engine House/Machine Shop include late-nineteenth-century near-flat roofs, brick pier-and-spandrel walls, and segmental arch windows that characterized the standardized mill form that had evolved by the twentieth century. These construction systems maximized large open spans and light within the workspaces. The incorporation of reinforced concrete in the east (1910) half of the Mill No. 1 basement is an example of a reactionary early and somewhat conservative use of early reinforced concrete construction, developed at the turn of the twentieth century. The thick, monolithic, reinforced cast concrete posts and beams provided more compressive and tensile strength than the timber-frame system, but did not save money or space (Fink 1981:40). The 1905-patented C.A.P. Turner mushroom column system of flat-slab concrete construction used in Mill No. 2 and the Storehouse succeeded the concrete post and beam system. The Turner System consists of wide columns that flare out at the top, supporting concrete floor slabs without horizontal beams. This system allowed for greater floor load capacity, wide window spans and better light distribution, easier placement of shafting and sprinkler systems, and more vibration resistance (Bradley 1999:159). The mushroom column system is exemplified in Mill No. 2 and the Storehouse. The exterior design of Mill No. 2 and the Storehouse are visual expressions of the structure and have typically wide horizontal bays, unornamented facades, and flat roofs. The incorporation of timber-framing, concrete post and beam, and Turner System construction all within the Main Mill is a notable progression to see expressed in a single mill building.

The Desurmont Mill Complex includes four distinct types of buildings; the industrial loft, the powerhouse, the machine shop, and the administrative office. The industrial loft, exemplified by Mill No. 1 and Mill No. 2, is a rectangular building with multiple stories and exterior stair towers, designed to accommodate maximum useable floor space, linear power transmission, and the need for light. The powerhouse exemplified by the Boiler House/Engine House/Machine Shop incorporated non-combustible

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materials, such as brick, and separate rooms for the boilers and steam engines, built to keep coal dust from boilers away from engine room machinery (Bradley 1999:50). Powerhouses contained tall open spaces to accommodate boilers and engines. The powerhouse was separated from primary buildings to prevent fire hazards where possible, or was attached as a separate section of a building. At Desurmont Mill, the relationship of the powerhouse to the Main Mill is associated with providing mechanical power to the rope drive system. The machine shop, exemplified by the Machine Shop attached to the Boiler House/Engine House was typically a portion of a loft or building attached to a powerhouse that provided floor space for machinery in proximity to the source of mechanical power (Bradley 1999:44). This building or section of a building was separated to limit dust. The Office is an example of industrial administrative architecture. Offices were typically integrated in mill complexes so as to be centrally located, but separated to reduce the effects of noise and vibration from manufacturing; and were prominently located on the street for public access. The Desurmont Mill Office is a separate building with restrained ornamentation, located on Fairmount Street. Late nineteenth-century office buildings were typically the most high-style building in a complex.

The layout of the Desurmont Mill buildings embodies the early-twentieth-century mill design principle of “arrangement of physical facilities to allow the greatest efficiency” rather than locating ornate buildings near streets or public ways to form impressive public facades (Bradley 1999:81). The Main Mill was strategically located in the center of the lot, leaving space for ancillary buildings to be placed around it. The Boiler House/Engine House/Machine Shop attached to the southwest corner of the main mill was practically located to facilitate rational distribution of power and fuel delivery. The Office/Storehouse was located in close proximity to the Main Mill and to maximize efficient movement of products and travel time between buildings. The 1925 additions to the Main Mill and Office/Storehouse helped fill out the small lot and were purposely attached to extant buildings for functional reasons.

The J.W. Bishop Company, of Worcester, Massachusetts, built the 1907 sections of Desurmont Mill. The Bishop Company was a locally prominent builder, with additional offices in Providence, Boston, and Montreal (PBTJ 1901). In 1906, the Bishop Company received contracts to build the United States Gutta Percha Paint Company in Providence, the Burgess Mill in Pawtucket, and an addition to the Warwick Mills in West Warwick, Rhode Island (PBTJ 1906a; 1906b; 1906c).

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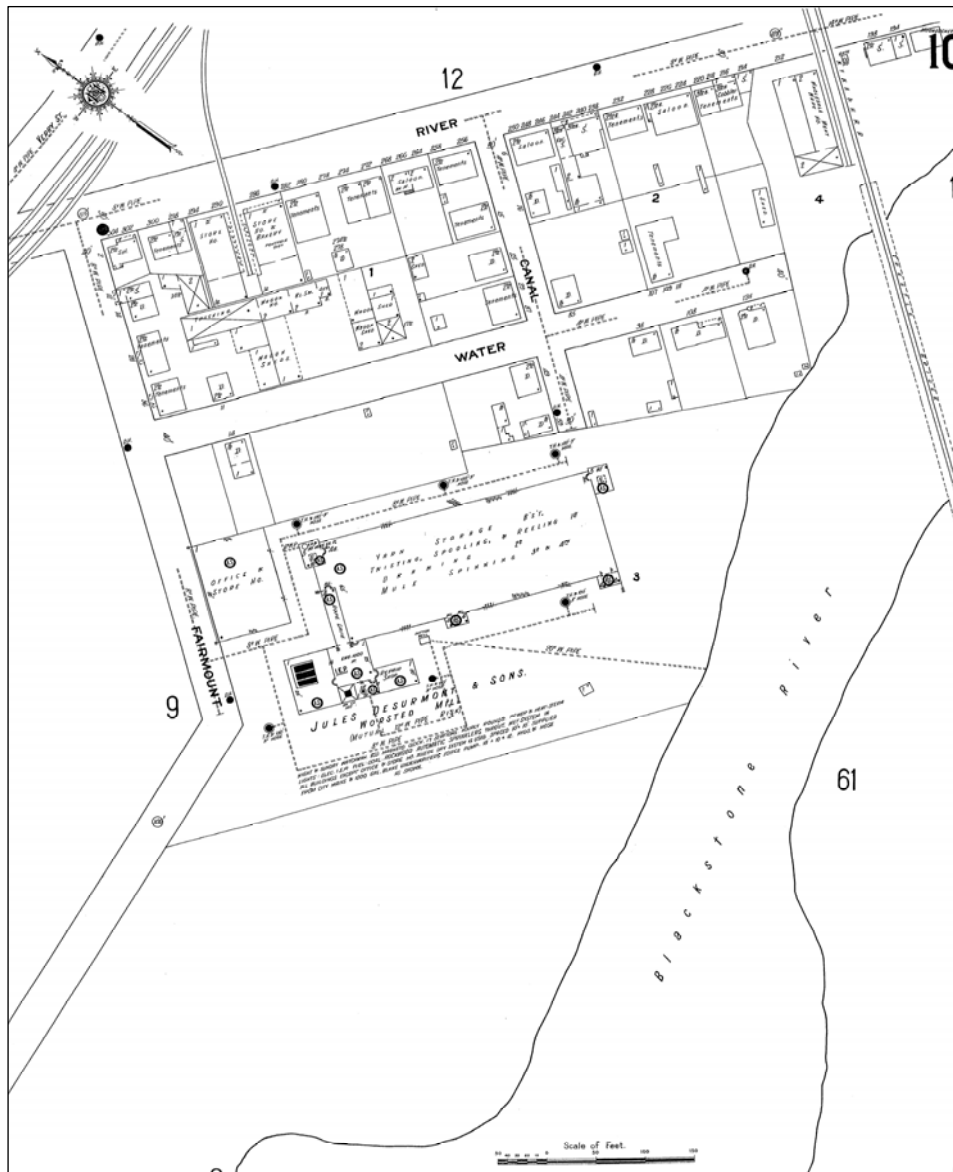
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1911 Sanborn Map



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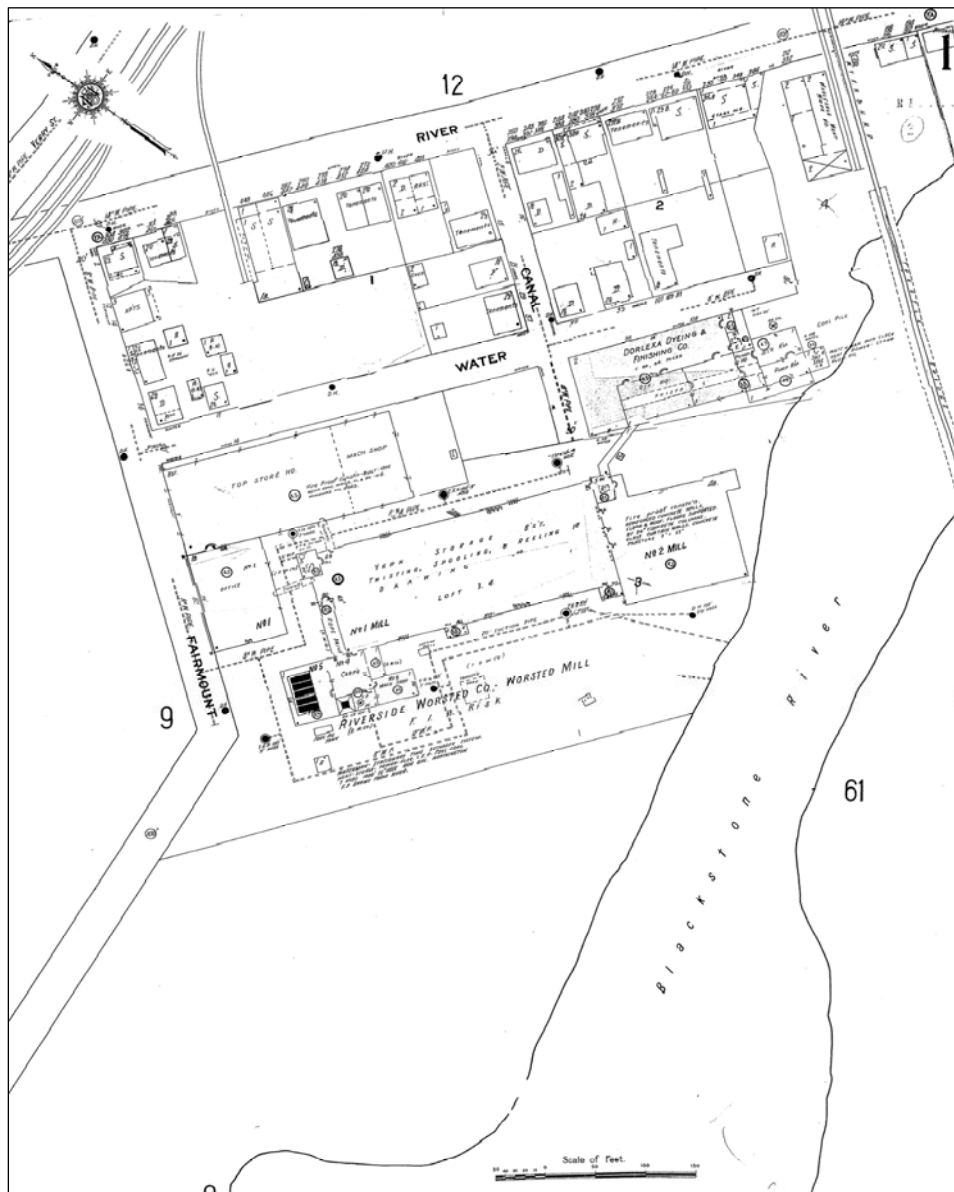
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1950 Sanborn Map



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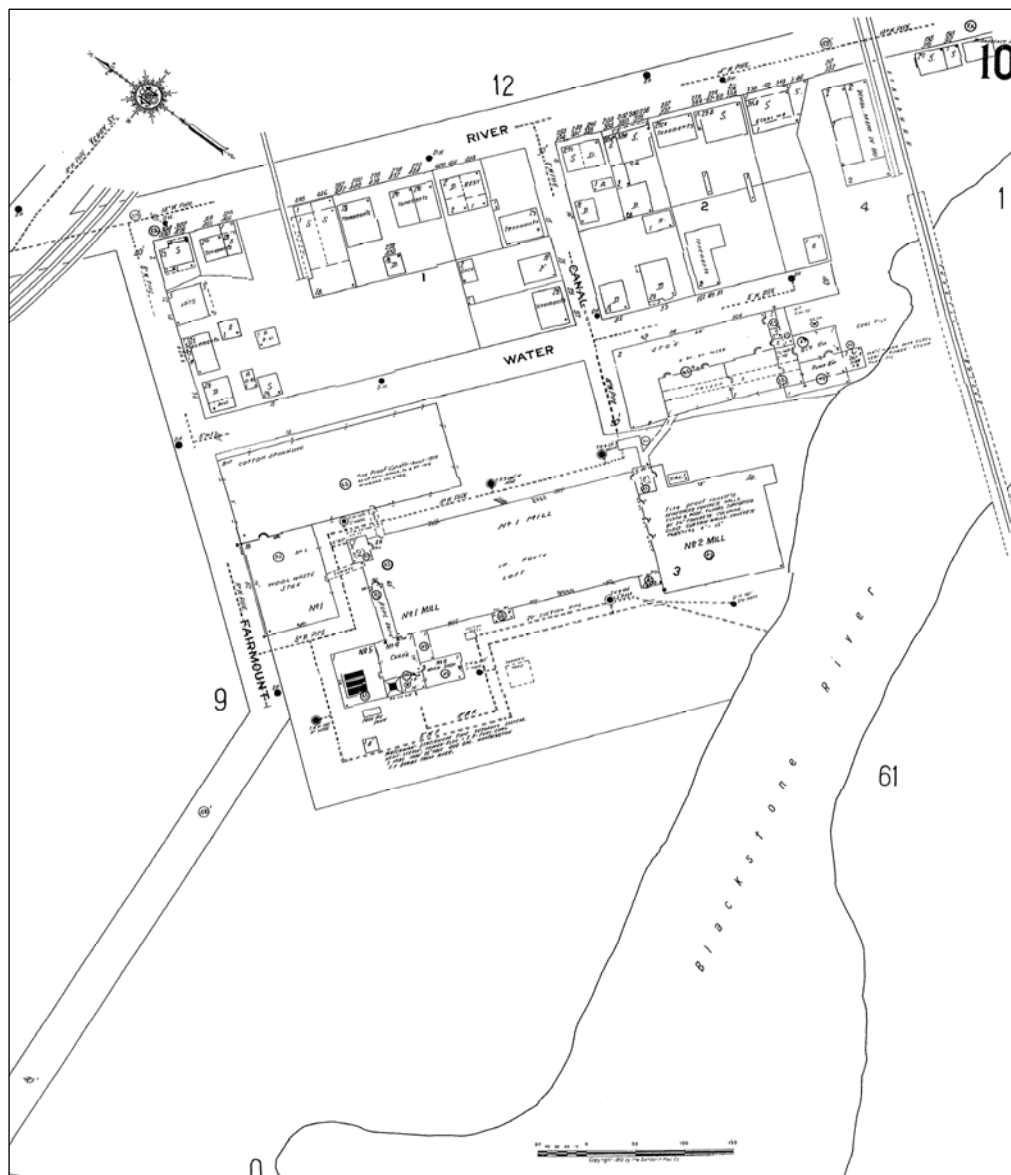
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1955 Sanborn Map



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Page 1

GEOGRAPHICAL DATA

Boundary Description

The property boundaries encompass Lot 97 on Plat Map 8, which contains a total land area of 6.42 acres within Woonsocket, Rhode Island.

Boundary Justification

The boundaries include the full extent of contiguous historic and structural resources associated with the activity on the property during its period of significance. The boundaries follow legally recorded property lines.

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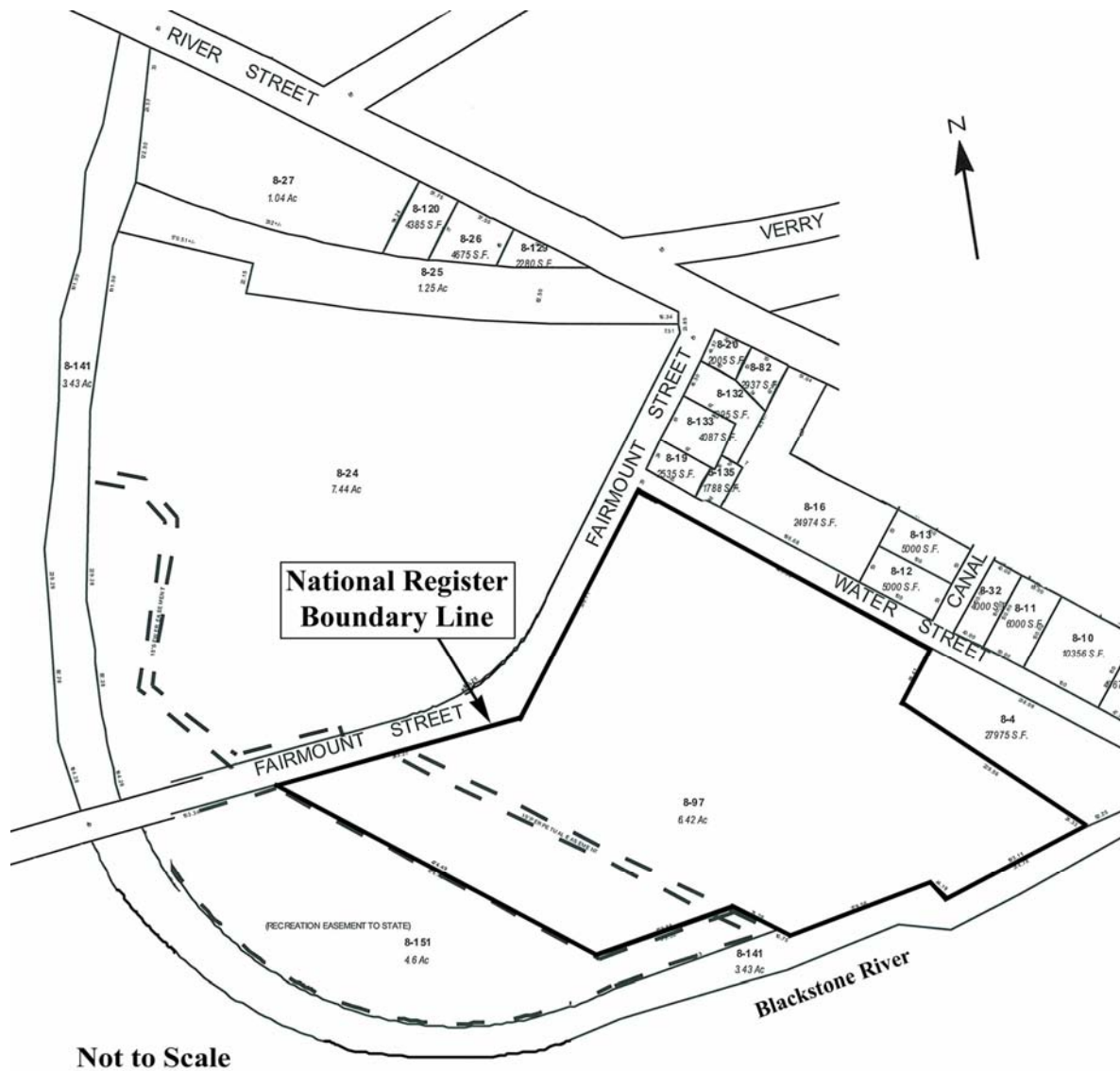
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Section of City of Woonsocket Assessor's Map Number 8



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OFFICE

W
WATER
WORKS
OF
MICHIGAN

T. O. ADL



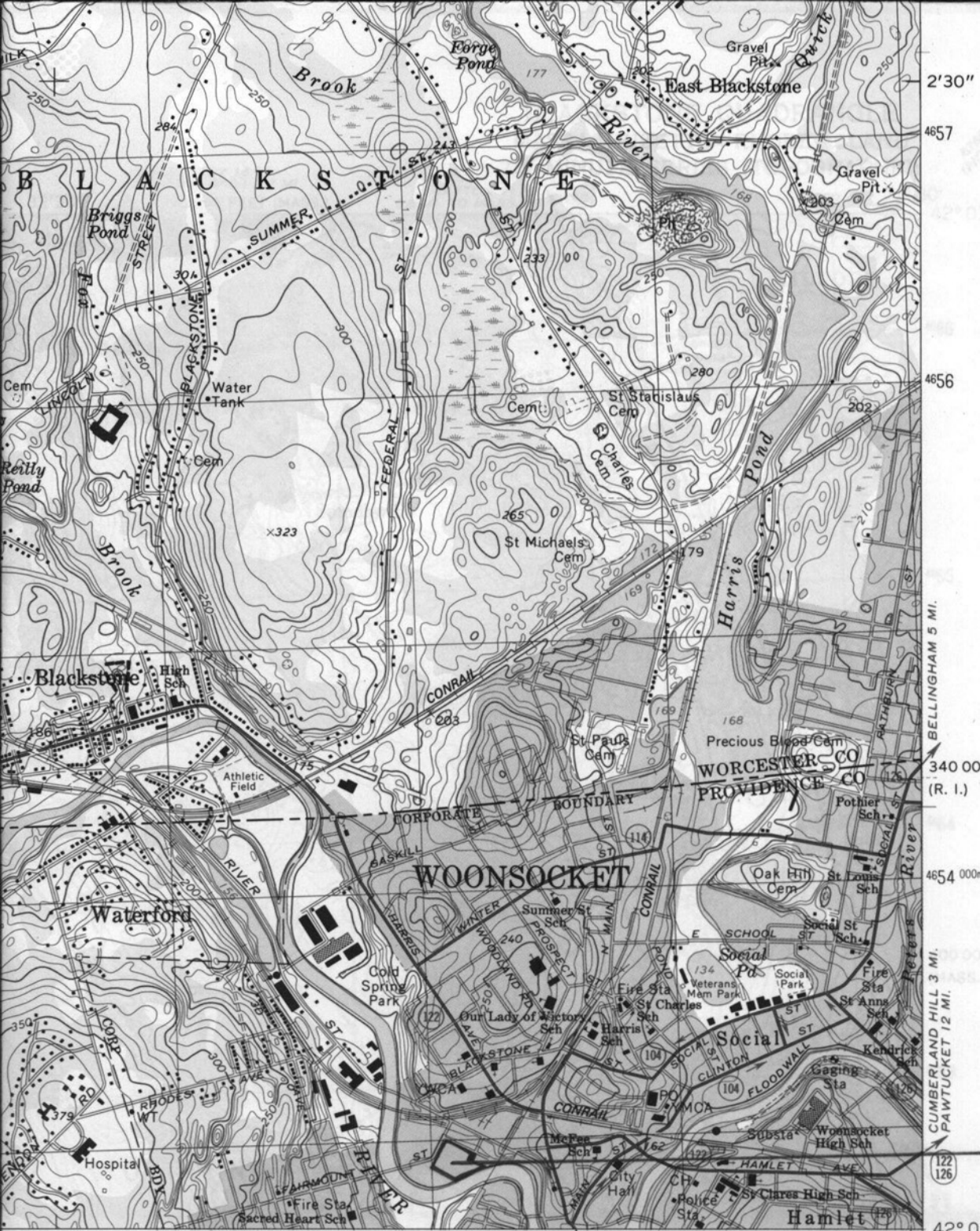




Feet	Meters
1	.3048
2	.6096
3	.9144
4	1.2192
5	1.5240
6	1.8288
7	2.1336
8	2.4384
9	2.7432
10	3.0480

To convert feet to meters
multiply by .3048

To convert meters to feet
multiply by 3.2808



2'30"

4657

4656

340 000 FEET (R. I.)

4654 000m N

42° 00'

122 126

BELLINGHAM 5 MI.

CUMBERLAND HILL 3 MI.

PAWTUCKET 12 MI.

32'30" 490 000 FEET (R. I.) 291 ● INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1989 71° 30'

1 MILE



QUADRANGLE LOCATION

ROAD CLASSIFICATION

Primary highway, all weather, Light-duty road, all weather,
hard surface _____ improved surface _____

Unimproved road, fair or dry weather _____

○ State Route

BLACKSTONE, MASS.—R. I.
42071-A5-TF-024

1969
PHOTOREVISED 1979
DMA 6668 II SE—SERIES V814

Desurmont Worsted Mill
Woonsocket
Providence County, RI
UTM Reference:
19.0291085.4652925

(PAWTUCKET)
6767 IV NW

Revisions shown in purple compiled in cooperation with State of Massachusetts agencies from aerial photographs taken 1977 and other source data. This information not field checked. Map edited 1979