

MHC Reconnaissance Survey Town Report

LEOMINSTER

Report Date: 1984

Associated Regional Report: Central Massachusetts

Reconnaissance Survey Town Reports, produced for MHC's Statewide Reconnaissance Survey between 1979 and 1987, introduce the historical development of each of the Commonwealth's municipalities. Each report begins with an historic overview, a description of topography, and political boundaries. For the purposes of the survey, the historic period has been subdivided into seven periods: Contact (1500–1620), Plantation (1620–1675), Colonial (1675–1775), Federal (1775–1830), Early Industrial (1830–1870), Late Industrial (1870–1915), and Early Modern (1915–1940/55). Each report concludes with survey observations that evaluate the town's existing historic properties inventory and highlight significant historic buildings, settlement patterns, and present threats to these resources. A bibliography lists key secondary resources.

Town reports are designed for use together with a series of town maps that demarcate settlement patterns, transportation corridors and industrial sites for each historic period. These maps are in the form of color-coded, polyester overlays to the USGS topographic base map for each town on file and available for consultation at MHC. For further information on the organization and preparation of town reports, readers should contact MHC.

Users should keep in mind that these reports are now two decades or more old. The information they contain, including assessments of existing knowledge, planning recommendations, understanding of local development, and bibliographic references all date to the time they were written. In some cases, information on certain topics was not completed. No attempt has been made to update this information.

Electronic text was not available for digital capture, and as a result most of the reports have been scanned as PDF files. While all have been processed with optical character recognition, there will inevitably be some character recognition errors.

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MHC RECONNAISSANCE SURVEY REPORT

DATE: 1984

COMMUNITY: Leominster

I. TOPOGRAPHY

II. POLITICAL BOUNDARIES

Included in Lancaster "New Grant" of 1701. Established as town of Leominster in 1740. Part of unincorporated "No Town" lands to the west are annexed in 1838. Incorporated as a city in 1915. In 1925 and 1943, border adjustments are made with Fitchburg to the north, Leominster finally obtaining a long strip of land south of the new Route 2 corridor, and Fitchburg annexing a tongue of land from the northeast, mostly east of the North Nashua River.

III. HISTORIC OVERVIEW

Leominster is an urban-industrial center located along the North Nashua River-Monoosnoc Brook corridor, with its primary settlement southeast of the Monoosnock Hills. Native sites are possible along riverine and tributary terraces. First permanent European settlement of Lancaster New Grant occurred from Lancaster in 1725, and population growth was sufficient for incorporation as Leominster in 1740. The meetinghouse site was established in 1741. The local economy was stimulated by prosperous, dispersed agricultural development, and the late 18th-century introduction of horn comb manufacturing at Leominster Center, brickmaking along the North Nashua River, and paper manufacturing at North Village. Economic development and the location of the meetinghouse at an important regional transportation focus led to the development of an early 19th-century village center.

Mid-19th century railroad connections, expansion of the existing comb and paper industries, and the addition of baby carriage and piano manufacturing all stimulated further development of Leominster Center. A late 19th-century multistory brick downtown developed near an expanded civic center. Residential expansion separated into the middle- and high-income neighborhoods of the West Side and the more modest, immigrant worker districts east of the center. Extended streetcar suburb development connected Leominster to the larger urban center of Fitchburg to the northwest. Industrial expansion continued into the 20th century with the addition of shirt manufacturing and significant local innovations and expansion in the celluloid plastics and chemical industries.

The commercial and civic downtown area of the late 19th and early 20th centuries survives largely intact, as do the residential zones to the east and west, although modifications of exterior fabric is widespread. Several central industrial complexes remain, as does the outlying Early Modern period plastics focus in the southeast. Modern, limited-access Route 2 corridor and interchange development has significantly altered the northern

third of town. Industrial and commercial corridor development has intensified along Route 12, particularly north of the Route 2 interchange as part of the Fitchburg Fringe. Recent I-190 construction has taken place in the east. Modern suburban development has obscured much of the rural context of the many surviving, dispersed farmsteads of the late 18th and early 19th century, although a few orchard landscapes survive. Much of the 19th century development of North Leominster remains legible. On the whole, Leominster retains a significant portion of its structure and fabric as a small, 19th-century urban center.

IV. CONTACT PERIOD (1500-1620)

A. Transportation

North Nashua River corridor east of Monoosnock Hills. Inferred route north of river from Unkeulunk Pond (Whalom Lake-Lunenburg) on Lincoln Street-Main Street-Prospect Street, with south branch on Harvard Street past White's Pond (Lancaster). Southwest of the river, the inferred route from the southeast follows Lancaster Street-Main Street-North Main Street, with Main Street branch to the North Nashua River crossing, and West Street branch along the Monoosnock Brook corridor. Southern routes to Waushaccum Ponds (Sterling) are conjectured on Litchfield Street-Central Street-Legate Hill Road, and along Pleasant Street. A western highland route is conjectured on Elm Street to Stuart Pond (Sterling).

B. Settlement Pattern

The area of Leominster lies adjacent to the Nashaway base camps at Washecum in Sterling, and the Nashua confluence in Lancaster. It is presumed that this upland area, with the headwaters of the Nashua, the Monoosnock Brook, as well as ponds, was visited on a short-term basis. Small family groups, as well as task-oriented bands, hunted and fished here.

C. Subsistence Base

A seasonal round of resource exploitation brought small groups of Nashaways here for hunting and fishing in the winter season.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes

Contact period trails continue in use.

B. Settlement Pattern

A continuation of patterns established during the Contact period, with some reduction due to the colonial presence in Lancaster to the south.

C. Subsistence Base

A continuation of patterns established during the Contact period.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Native trails are improved as roadways, and several regional highways pass through the meetinghouse center. The "Broad Road" is built northwest from Lancaster in 1734 along the North Nashua River corridor (Harvard Street-Prospect Street-Main Street) through North Leominster. A road from northwest Worcester County through Westminister enters town along West Street and meets a highway from New Hampshire through Fitchburg on North Main Street-Main Street. The main road then passes southeast to Lancaster (Lancaster Street) with a south branch to Sterling/Worcester (Litchfield Street-Central Street-Legate Road). Other roads connect outlying farms to the meetinghouse center.

B. Population

Permanent settlement proceeded after 1725 when the sons of the Tahanto proprietors took up their land there. A church was formed in 1743 by 16 men, but the minister was dismissed in 1757. His Arminian views brought him into conflict with the majority of the parishoners, but 20% of them formed a poll parish which continued until one year before his death in 1789. As early as 1763 the town formed a Social Library. In 1765 the town's population was 743, and expanded in 1798 by 1776.

C. Settlement Pattern

Most of Leominster was purchased in 1701 from Nashaway George Tahanto. Ten years later the area, which also included the present town of Sterling, was assigned to the town of Lancaster. A small group of proprietors, not all of Lancaster's freemen, divided the land into 40-acre parcels. Residents came after 1725. By 1737 discussion of parish status came under discussion, and the area was made a town in 1740.

D. Economic Base

The town's ecology, hilly land and little meadow, made the town a poor agricultural community like so many of its neighbors. The town's first grist and saw mills were in place on the Monoosnock Brook between Mechanic and Water Streets by 1740, and a second mill on the Nashua was built in 1775. A clothier-fulling mill was built in the center in 1763, while potash and pearlsh works and a tannery operated during the period.

E. Architecture

Residential: Few period survivals. Reference to 1728 house believed to be incorporated in ca. 1800 dwelling. Most surviving

buildings are center chimney houses with the earliest seeming to date from 1740, being a two-story, three-bay, pyramidal-roofed house. A 1759 three-bay, "half-house" also survives. One double house is referenced.

Institutional: First meetinghouse (35x45) built between 1741-53 and subsequently sold (1775) to Still River in Harvard when second meetinghouse was built, 1774-75.

First school building (18x24) was built in the center in 1749. Three more were built by 1767.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation

Colonial roadways remain in use, and turnpike segments through town are improved and added in the early 19th century. The Fifth Massachusetts Turnpike (1800) has its eastern terminus at the Kendall Tavern on West Street in the northwest part of town. It is extended east as the Union Turnpike through North Leominster in 1808 (Lindell Avenue-Hamilton Street-Prospect Street-abandoned route east). However, an alternate route is extended east from Leominster Center in 1802 (West Street-Mechanic Street).

B. Population

The town's population continued to grow rapidly, nearly doubling during the period from 978 in 1776 to 1,861 in 1830. The town's two parishes reunited at the death of the Arminian leader in 1789, but as the majority moved to a Unitarian position the Congregationalists again split. The orthodox minority withdrew in 1822 to form a church, after the dismissal of a minister of their views. Baptists formed a branch of the Princeton church in 1817, and a society in 1824. Methodists organized a church in 1823. A lodge of Masons was formed in 1822. During this period the town remained an overwhelmingly agricultural community.

C. Settlement Pattern

Dispersed agricultural settlement continues, while the meetinghouse center develops into a residential and commercial village in the early 19th century, and some small-scale industrial growth occurs. The first meetinghouse is sold and removed to Still River (Harvard) in 1775, and the second meetinghouse is built on the center common. The third meetinghouse is built on the north side of the common in 1823, and the next year the second meetinghouse is moved to the west of this structure and made the town hall. The Orthodox church (1824) is built on Main Street north of the common area. Besides residential growth, a hotel and business block are added around the common by the early 19th century. To the north, a paper mill begins operating along the North Nashua River in 1796. Many small comb manufacturing shops are active at several locations. In the northeast corner of town, a Methodist Episcopal church is built in 1829 at the Prospect/Harvard Street intersection.

D. Economic Base

E. Architecture

Residential: Major house forms appear to be center- and double-chimney types. Center-chimney houses of both one and two stories survive, while most examples (excluding one) of the double-chimney houses are of two stories. End and rear wall chimney, two-story houses were apparently built in relatively small numbers.

Institutional: The third meetinghouse (Unitarian) was built in 1823. A 40x40-foot Evangelical Congregational church was built in 1824. The first Methodist church was built in 1829.

The 1775, second meetinghouse was moved and converted to use as the first town hall in 1824. Later the building also served as a school and was known as Gardner Hall before being destroyed by fire in 1870. District #8 schoolhouse was built in 1806.

Commercial: At least two fourth-quarter 18th-century inns are recorded, both being two-story, five-bay structures, one with a center chimney, the other unknown.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

The Fitchburg Railroad is established through North Leominster along the Nashua River corridor in 1841. Railroad connections through the center are made in 1847 by the Fitchburg and Worcester Railroad.

B. Population

The town's population continued to grow during this period, from 1,861 in 1830 to 3,894 in 1870. Growth was particularly rapid during the decade of the 1850s when the total expanded by more than 1,000. Foreign immigration into the town was small during this period, 7.1% in 1855 and 5.9% in 1865. The Irish predominated, with smaller numbers of Canadians, English, and Scottish. Manufacturing employment opportunities expanded dramatically during this period. In 1840, agriculture and industry employed nearly equal numbers of men, but by 1875 three times as many men were employed in manufacturing.

Masses were celebrated for the Roman Catholic population from 1849, and later St. Leo's became a mission of Fitchburg. The Central Baptist church reorganized in 1850, but no other changes occurred within the Protestant denominations.

With the growth in population, the town high school was formed in 1850. The Social Library continued to attract the collections of more short-lived libraries, was bolstered by the work of a travelling book dealer. It became the town's public library in

1856 and was augmented by a reading room in 1866. The town's Institute (1826) became a Lyceum (1847) providing further educational opportunities.

Other voluntary associations focused among the middle class citizens, including a revived Masonic Lodge (1859), a group of Odd Fellows (1845), and two volunteer military groups--the Old Artillery and Rifles (1830-50). A Farmers and Mechanics Association was formed in 1851.

C. Settlement Pattern

The Center Village develops as a commercial, industrial, and residential focus along the Monoosnock Brook corridor, particularly after the opening of service on the Fitchburg and Worcester Railroad in 1847. At North Leominster, further industrial development along the Nashua River is stimulated by the completion of the Fitchburg Railroad in 1841.

By period's end, a distinct civic and commercial focus develops at the Center around the Common/Monument Square area. The institutional focus continues on the north side of the Common on West Street where the Second Meetinghouse/Old Town Hall, Baptist Church (1849), and Town Hall (1850) are located. Also in this cluster is the Second Orthodox Church (1836), built opposite Church Street. The Methodist society locates in the former Orthodox church on Main Street to the north. The south and east sides of the Common are occupied by hotels and commercial blocks.

Industrial development intensifies along Monoosnock Brook, with the greatest concentration, including carriage, comb, and piano manufacturers, east of Main Street in the Water Street area near the railroad depot. Industrial development also extends west of the Main/Pleasant Street intersection along Monoosnock Brook, with factories on Cotton Street and Pond Street. Beyond Pond Street are the comb factories along Exchange Street at Morse Hollow. Smaller manufacturing facilities are scattered throughout the Center area.

Residential growth takes place largely to the west of the Fitchburg Railroad corridor, with extensions south on Lancaster Street, and on Central and Union Street beyond Graham Street. To the southwest, housing extends on Pleasant Street to Chestnut Street. To the west, development on Cottage Street reaches Pond Street, and on West Street it reaches well beyond Exchange Street. A peripheral residential cluster develops around the comb factories at Morse Hollow in the Elm/Exchange Street area. To the north, residential growth extends on Main Street beyond the railroad crossing. To the northwest of Main, a hillside, high-income sector begins to form in the Merriam, Walnut/Winter, and Grove Street area.

Significant, but less extensive development takes place at North Leominster. The industrial zone west of the Nashua River continues to expand, with the Wheelwright Paper Mill south of Main Street, and Harwood Leatherboard to the south on Mill Street.

Tanneries are located both along the Fitchburg Railroad (Nashua Street) and to the northeast off Main Street. Commercial activities are reoriented toward the Main Street depot, with stories both east and west of the train station. The main civic focus is Kendall Hall (1863-64), just west of the depot, and east of the Baptist church (1832-42, Catholic after 1851). Residential development west of the river extends west on Main Street, and south on Mill Street. Between the river and railroad infill occurs in the Hamilton Street area and on Nashua Street. East of the tracks, linear development extends north on Main, and to a lesser degree, east on Prospect Street.

Elsewhere, dispersed agricultural settlement continues, and a number of manufacturing facilities are established at waterpower sites outside the two major centers.

D. Economic Base

E. Architecture

Residential: Greater number of survivals from latter portion of period probably due to rapidly increasing development. Some double chimney Greek Revival houses occur, but the gable-end house is the most common. Three-bay, side-passage plans and five-bay, center entry houses are both popular.

Symmetrical three- and five-bay, two-story Italianate houses, Italianate gable-end, side-passage plans, and full-blown Italianate villas with square towers were built in the period.

The Second Empire style is represented in one- and two-story, side-passage plans, symmetrical three-bay houses, and asymmetrical designs.

Multifamily housing was constructed throughout the period with gable-roofed, two-story, interior chimney multiunits, gable-end duplexes, and double houses reflecting Italianate and Second Empire influences.

Institutional: The Second Evangelical Congregational Church was built in 1836 on Park Street. In 1838, the society sold its 1824 meetinghouse to the Methodist society which subsequently enlarged and added a steeple to the gable-end structure. The Baptists were located in a building on North Main Street ca. 1830, which they sold to the Roman Catholics in 1849, and then built (ca. 1850) a new Baptist church on West Street.

A town hall was completed in 1851. Kendall Hall, a two-story, gable-end, Italianate structure, was built in 1863 and served as a meeting hall and a school. The 1775 meetinghouse served as a school until it burned in 1870. Three school buildings existed in the center alone by 1848, and the Hamilton Street School was built in North Leominster in 1845. Field High School was an imposing 1865 Second Empire structure.

Commercial: Commercial buildings of the period seem to have been a combination of both two-story, gabled and gable-end forms, generally lacking expansive storefronts. Jewell and Co. Piano building was a brick, mansard-roofed structure with a nice storefront.

Industrial: Industrial buildings generally two- to four-story, brick mills. The 1865 Crocker, Perry and Co. mill was two stories of brick with a brick tower in the late Greek Revival style.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation

The 19th-century road and rail network continues in use. by 1900, a number of electric street railway lines radiate from the Center. In 1893, the Clinton Street Railway is established through Lancaster to the Center along Lancaster Street. Subsequent lines include the Fitchburg-Leominster Street Railway on Main Street-North Main Street, a second Fitchburg line on Merriam Street, and a northeast line on Main Street through North Leominster with branches north to Whalom Park and east on Prospect Street through Lunenburg and Shirley to Ayer. In addition, a loop through the Center runs on Pleasant and Union Street.

B. Population

The town's rate of population growth increased dramatically during this period, from 3,894 in 1870 to 17,646 in 1915, an increase of over 450%. Growth was particularly great between 1895 and 1900, and between 1905 and 1910, while the total dropped between 1880 and 1885. The proportion of the foreign-born increased too, from 13.1% in 1875 to 25.9% in 1915. The number of Irish in the town increased in raw numbers but decreased dramatically compared to the number of French Canadians in the town. From only 73 in 1885, the group increased to nearly 2,000 by 1915. Nova Scotians also came to the town, as did English Canadians, English, and later during the early 20th century, Italians and Swedes. Industrial employment tripled, a major cause of the population expansion, and trade and clerical employment grew to serve the increasingly complex economy.

St. Leo's church was made a separate parish in 1872, and a second national parish for the growing number of French-speaking Catholics was formed in 1900. As the village of North Leominster expanded, a second Congregational society was formed in 1874. Twenty years later, a second denomination was formed in the area, the Universalists. Episcopalians in the town were served as a mission from Fitchburg at St. Mark's from the 1890s.

The range of voluntary associations expanded with the population and its increasing ethnic and economic diversity. Secret societies included the Hibernians, Red Men (1887), Daughters of Rebekah (1888). Mutual benefit societies include the Knights of Honor (1875), United Workmen (1881), Royal Arcanum (1886), Good Fellows (1888), Iron Hall (1888), Firemen's Relief (1879).

Temperance groups included the Sons of Temperance (1879) and Good Templars (1883). Special interest clubs included the Leominster Club (1882) and Town Improvement (1883), a Rifle (1883) and Gun (1886) Club. The town's library had a museum added in 1880 (formed in 1871). A police force was in place by 1888.

C. Settlement Pattern

As manufacturing activity accelerated after the late 1880s, Leominster Village developed into a significant urban-industrial center, with distinctive high-income and worker residential zones expanding outward from an intensified civic and commercial district. New industrial development concentrated along the rail corridor to the northeast and east of the commercial center, and to a lesser extent along Monoosnock Brook and other sites to the south and west. Residential growth directed to the northeast eventually connected with the secondary industrial focus at North Leominster to form an extended urban area.

At the civic center north of the common structures were replaced and additions were made, particularly in the 1890s and 1900s, including the First Church (1904), St. Mark's Episcopal Church (1900), Baptist Church (1891), Public Library (1910), and high school (1904). Many of the commercial structures south and east of the common were destroyed by fire in 1873, as was the Orthodox Church (rebuilt 1873). The commercial area was rebuilt in the 1870s, and expands further with multistory brick blocks in the 1890s and early 1900s as the district extended east along Mechanic Street, south on Central Street, and north along Main Street to a secondary focus near the railroad station. Beyond this on Main Street, St. Leo's Catholic Church was built in 1900.

The "West Side" middle- and high-income residential district extended west of Main Street and north of West Street on Church, Grove, Orchard, Washington, Arlington, and Blossom parallel to Main Street, and on Merriam, Walnut, High, and Myrtle parallel to West Street. Late period extensions further westward included the George Street area, Abbot/Willow, Highland/Seaver, and Pequog Heights south of Merriam (University, Dartmouth, Harvard Street).

To the north, linear residential development occurred along the Main Street-North Main Street streetcar corridor, and to the west of this on Richardson, Winter, and Nelson Street, with a fringe greenhouse zone here and along the rail corridor where a piano case factory was built along Nelson Street. To the northeast, residential development took place along the Main Street streetcar corridor, and northwest of Evergreen Cemetery in the Harrison/Grand Street area. Here also a piano case factory was built along the rail corridor on Green Street.

East of the Center was the town's major industrial focus along Monoosnock Brook, with carriage, shirt, brush and comb, and piano case manufacturers in the Water/Spruce Street area. Beyond this, the new worker cottage and multifamily residential zone extended east from Whitney Street, south of Monoosnock Brook, and north of the Lancaster Street streetcar corridor on Water, Spruce, and

Mechanic Street from First to Seventeenth Street. South of Mechanic Street, residential development occurred in the Middle/Cedar Street area.

Southwest of the Center, industrial development (textiles, pianos) and intensive residential infill occurred east of Rockwell Pond and south of West Street to Cottage and Pond Street. Development west of the pond extended south of West Street o Boutelle, Exchange, and Granite Streets. To the south, infill and extension occurred on Central and Union Street beyond the Graham Street industrial focus and past Tisdale Street. Residential development also extends south on Pleasant Street beyond Manchester, with extensions on Pond Street and Chestnut Street.

At North Leominster, industrial expansion and worker housing construction continued along the Fitchburg Railroad corridor, residential development extended along the Main Street streetcar corridor, where a Congregational church (1880) and school (1885) were built north of the river. Side streets were developed west of Main Street as far north as Tolman Avenue. In the extreme north, some streetcar suburb development from Fitchburg occurred in the Whalom Park area east of Electric Avenue and along Sargent Avenue.

D. Economic Base

E. Architecture

Residential: Building activity expanded with the economy. Every popular building style is represented for the period. Large numbers of Queen Anne houses and gable-end, side-passage plans with Queen Anne trim survive. Numerous Romanesque style and Romanesque influenced houses were built. Shingle and Stick Style buildings were also popular. Early 20th-century houses represented the Mission, Dutch Colonial, Colonial Revival, Bungalow, and Four Square plan house. Multifamily housing of the period consisted of some Queen Anne style duplexes, several turn-of-the-century brick, Colonial Revival apartment blocks, and three-deckers, as well as some two-level duplexes.

Institutional: The 1823 Unitarian meetinghouse burned in 1803 and was replaced with a brick design in 1904. The 1836 Evangelical Congregational building burned in 1871 and was replaced in 1873 with a brick Victorian Gothic structure. A new Gothic brick Methodist church was built in 1872. A Universalist church was built in North Leominster in 1898. The Pilgrim Congregational Church built in 1914 is a brick, late Gothic design. The Congregational Church of Christ in North Leominster is an 1880 Stick Style building. The 1900 St. Mark's Episcopal Church is a shingled nave with crenellated, granite tower designed by Josephine Wright Chapman of Blackall & Chapman, Boston. St. Leo's Roman Catholic Church (1900) is a late Gothic, brick building designed by Maginnis, Walsh & Sullivan of Boston.

Numerous schools were built during the period: Bennett Street (1874), Italianate; Pierce Street (1888), North Leominster, brick

Romanesque; Lincoln School (1897), brick Colonial Revival, by Clarence D. Hoyt of Boston; Lancaster Street (1901), brick Colonial Revival by O. D. Mann of Boston; High School (1904), brick Neoclassical by Frost, Briggs, and Chamberlain of Worcester. Saxton Trade High School is a two-story, frame bracketted building with a flat roof.

The Neoclassical brick and stone trimmed Public Library was built in 1910. A new town hall was built in 1905 and was subsequently destroyed by fire in 1909. A new municipal building was constructed in 1915.

Commercial: Brick commercial blocks date from the fourth quarter of the 19th century and brick and stone Revival style commercial blocks survive from the early 20th century.

Industrial: Three- and four-story brick and frame factories date from the 1890s and early years of the 20th century. Brick mills frequently embellished with corbelling and pilastered walls. Window space increases in newer buildings.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation

By the mid-1920s, north/south Route 12, a major regional highway through Worcester and Fitchburg, is established through the Center on Central Street-Main Street-North Main Street. By the late 1920s a southeast highway through Lancaster to Clinton (Route 117) is improved on Lancaster Street. By the mid-1930s a highway north through North Leominster and Townsend to New Hampshire (Main Street) is upgraded as Route 13. Prospect Street in North Leominster is improved as part of a secondary highway to Ayer.

B. Population

The town's population growth slowed with wars and Depression. The total of 17, 646 in 1915 grew to 22,226 twenty-five years later. Immigration slowed so that the proportion of foreign-born fell from 25.9% to 17.9%. Manufacturing employment dropped somewhat within a faltering economy.

C. Settlement Pattern

Residential growth continued in the form of infill and peripheral expansion of the established settlement areas. Some additions were made in the civic center/business district, and a new industrial area developed in the southeast.

In the Center, a municipal building (1915) was added to the West Street institutional complex, and a Junior High School (1928) was built nearby on Church Street. A new Post Office (1928) was built to the north on Main Street. Industrial development continued, with the most important addition a major plastics manufacturing complex along Lancaster Street north of Fall Brook.

On the "West Side" residential expansion continued, with additions north on Grove Avenue and Washington Street, west of Rockwell Pond, northwest between Merriam Avenue and Maple Avenue, north on Hall to Abbott Avenue, and north on Highland Avenue. Residential development continued on the North Main Street corridor, with extensions west onto the highland in the Lindell Avenue area, and east into the Hamilton Street area.

Residential development also continued to push southwest on Chestnut Street, and along Tisdale between Pleasant and Union in the south. Worker housing was built in the Lincoln Terrace area east of Central Street, and linear residential growth extended southeast on Lancaster Street. In the east, where St. Cecilia's Catholic Church (1933) was located on Mechanic Street, worker housing infill took place in the zone between Monoosnock Brook and Mechanic Street. In the northeast some housing was added north of Evergreen Cemetery. In North Leominster, linear residential development along Main Street intensified and extended north to Whalom Park, where subdivision construction continued southwest of the lake and along North Street.

D. Economic Base

E. Architecture

Residential: Period buildings are largely popular Colonial Revival and Colonial Revival-influenced designs. Bungalows and Four Square plan houses continue to be built well into the period. Spanish/Mediterranean-inspired houses with stuccoed walls, Dutch Colonials, and English/Tudor (half-timbered) houses are also popular.

Multifamily housing, especially three deckers.

Institutional: St. Leo's Church (1930) is a Neoclassical brick composition designed by John W. Donahue of Springfield. St. Cecilia's Church (1933) is a Neo-Gothic granite structure designed by D. R. Bribault of Springfield. St. Leo's Convent School (1925) is a brick, Neoclassical/Moderne design by John W. Donahue of Springfield.

XI. SURVEY OBSERVATIONS

Good, comprehensive inventory covering all periods and building types.

XII. BIBLIOGRAPHY