

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: **POR0069**
MORLEY BUTTON FACTORY**Name, Location, Ownership**

1. Historic name:
Morley Button Factory
2. District or area: N/A
3. Street and number: 847, 865, 871, 909, 973 and 1001 Islington Street
4. City or town: Portsmouth
5. County: Rockingham
6. Current owner: see list on page 2 *

Function or Use

7. Current use(s): multiple dwelling, business or office
8. Historic use(s): factory

Architectural Information

9. Style: Brick industrial
10. Architect/builder:
Unknown/Densmore & LeClear
11. Source: N/A
12. Construction date: ca. 1892-ca. 1950
13. Source: Research, Inspection
14. Alterations, with dates: multiple additions – see text
15. Moved? no yes date: N/A

Exterior Features

16. Foundation: brick
17. Cladding: brick
18. Roof material: asphalt shingles
19. Chimney material: brick
20. Type of roof: low-pitched gable, flat
21. Chimney location: rear slope
22. Number of stories: 1-3
23. Entry location: multiple main entries
24. Windows: double hung 6/6, misc.
Replacement? no yes date:
modern windows some sections

Site Features

25. Setting: commercial artery

35. Photo 1
37. Roll 2 Frame 2
38. Negative stored at: NHDHR

36. Date: 2003
Direction: NE

26. Outbuildings: former power plant, storage building, transformer house
27. Landscape features: parking lots, railroad tracks
28. Acreage: approximately 8.5 acres total
29. Tax map/parcel: 165/5, 165/4, 165/3, 165/8 (part), 172/11, 172/12, 172/7, 172/6, 172/5, 172/4
30. UTM reference: 19.355469.476970
31. USGS quadrangle and scale: Portsmouth, 1:24000

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Form prepared by

32. Name: Kari Laprey, Liisa Reimann

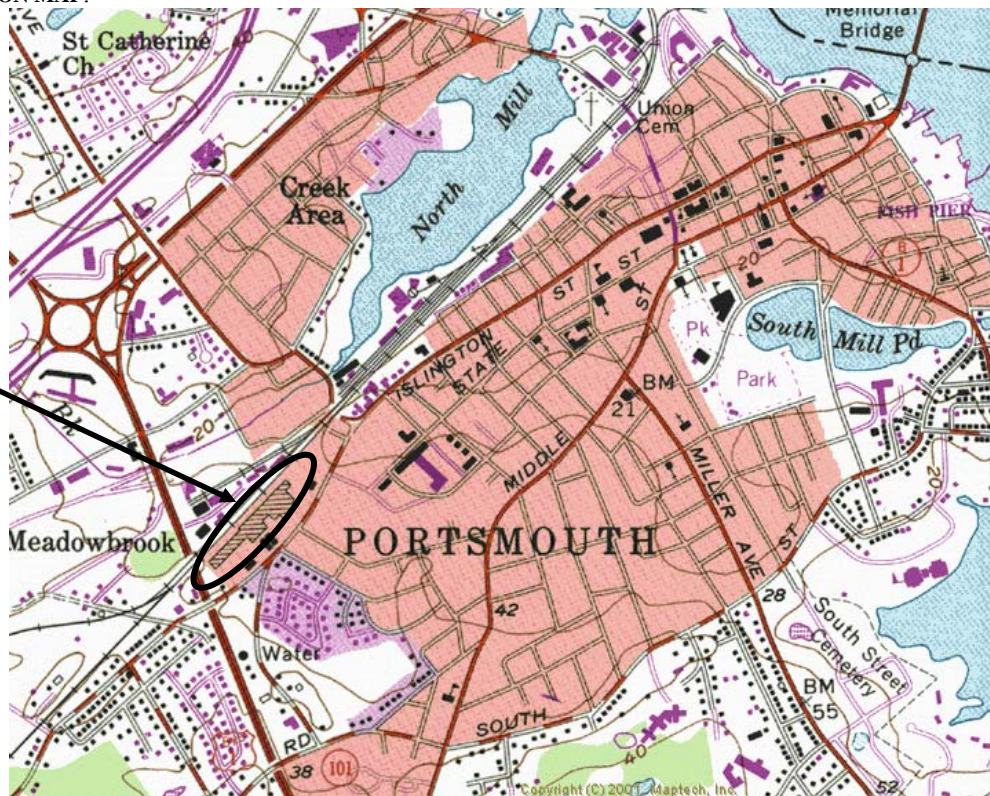
33. Organization: Preservation Company

34. Date of survey: Nov. 2006, Feb. 2007

*** Property owners:**

- 165/3 875 Islington Patrick Anderson
- 165/4 871 Islington Great Islington Street LLC et. al.
- 165/5 855 Islington James Buttrick
- 165/8 801 Islington C & P Gallagher Properties
- 172/4 1001 Islington Millport Inc.
- 172/5 973 Islington Raymond Wilkins
- 172/6 959 Islington 959 Boys LLC
- 172/7 909 Islington 909 Islington LLC
- 172/11 865 Islington Gelmar Associates
- 172/12 -- Islington James Buttrick

39. LOCATION MAP:

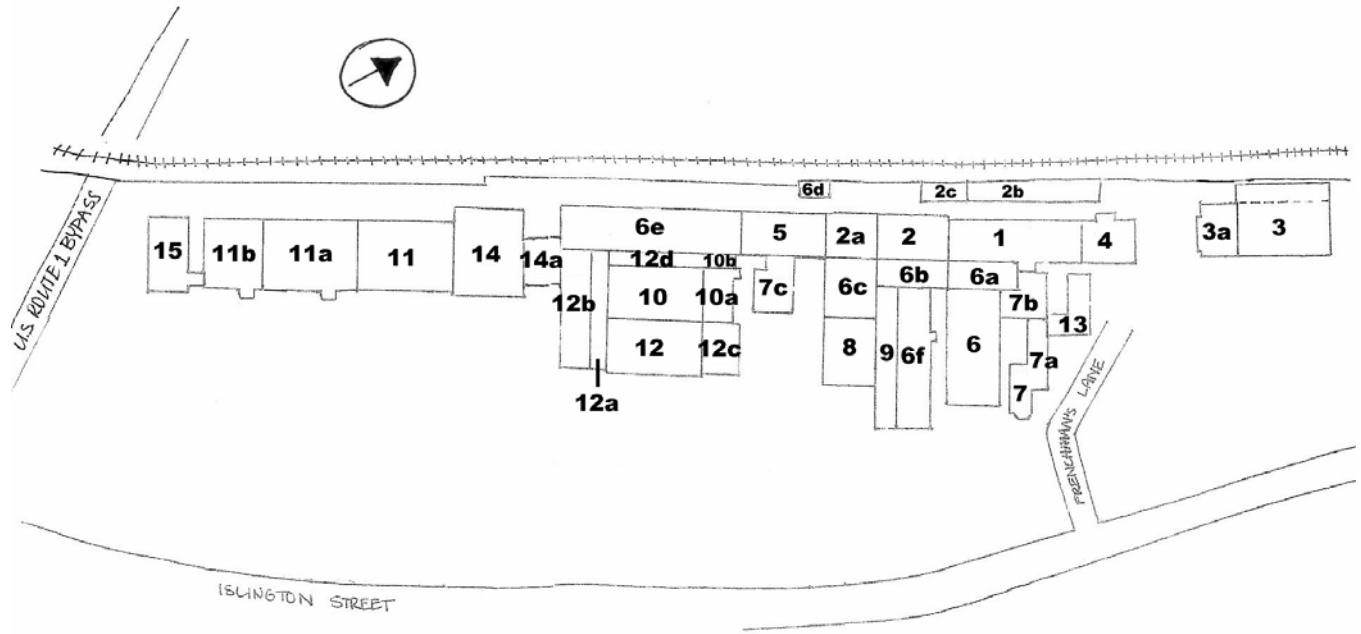


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39. PROPERTY MAP:



- | | |
|---|-------------------------------------|
| 1. 1892 Factory Building | 10. 1916 Oven Building |
| 2. 1895 South Addition | 10a. 1916 Goods in Process Building |
| 2a. 1895 Japanning Room | 10b. 1916 Coat Room |
| 2b. 1895 Storage Building, extended 1909 | 11. 1916 Paper Building |
| 2c. 1895 Store House | 11a. 1916 Beater Building |
| 3. 1896 Frank Jones Electric Light Station | 11b. 1916 Store House |
| 3a. 1903 Store House | 12. 1917 Oven Building |
| 4. 1897 North Addition | 12a. 1917 Cooling Room |
| 5. 1901 Finished Goods Building | 12b. 1917 Sorting Room |
| 6. 1910 Button Building | 12c. 1917 Goods in Process Building |
| 6a. 1910 Front Addition | 12d. 1917 Cleaning and Locker Rooms |
| 6b. 1910 Goods in Process Building | 13. 1947 Garage & Welding Shop |
| 6c. 1910 Cooling Room | 14. added ca. 1950 |
| 6d. 1910 Store House/1916 Transformer House | 14a. added ca. 1950 |
| 6e. 1910 Hand Finishing Rooms | 15. added after 1956 |
| 6f. 1910-1911 Oven Building | |
| 7. 1911 Office | |
| 7a. 1911 Shipping Building | |
| 7b. 1911 Recreation Building | |
| 7c. 1911 Paint Shop & Pattern Store Room | |
| 8. 1913 Cooling Room | |
| 9. 1915 Paint Shop | |

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY NUMBER: POR0069****MORLEY BUTTON FACTORY****Methods and Procedures:**

The NHDHR Individual Inventory form for the Morley Button Factory was prepared as part of the *Route 1 Bypass Portsmouth Project*. The purpose was to determine the eligibility of the former factory complex, adjacent to the Bypass and the Railroad corridor, for listing in the National Register of Historic Places.

The Morley Button Factory is a late-nineteenth and early-twentieth century industrial complex set back from, and parallel to, Islington Street, about one mile southwest of Portsmouth's downtown. The former Eastern Division Railroad tracks which parallel Islington, form the northwest edge of the Button Factory property. The southwest end of the Button Factory abuts the Route 1 Bypass. The Bypass was built in 1939-40, around the west side of Portsmouth passing below Islington Street which crosses on an overpass just beyond the Button Factory.

This inventory form covers the land and buildings of the original Morley Button Manufacturing Company complex, now under multiple and condominium ownership. The property was subdivided into its present configuration beginning in the 1940s. The Morley Button Factory is now one long connected complex comprised of nearly forty different sections, mostly of brick construction, added in a series of building campaigns. There are several small outbuildings, but the bulk of the complex is connected. Additions were built onto the original factory, extending southward over time, and forward toward Islington. Sections of the complex had specific functions in the overall operation. The many components remain evident, though their uses have changed and some modern property boundaries do not follow historic building usages.

Different parts of the complex were sometimes referred to as "building" on company plans. However, because the sections were all interconnected and attached, they were not counted as individual buildings for the purpose of National Register evaluation. The original core factory and the additions all around it form one individual building. The southern part of the complex (#11, 11a and 11b) was a separate building when constructed (Insurance plan ca. 1920). It was built for paper manufacturing, apart from the main button factory. The connection (#14 and 14a) between #12 and #11 dates from the 1940s. Therefore, the paper buildings are counted as a separate individual building that contributes to the whole. At the north end of the complex, the former Power Plant (#3) is a separate building. Also contributing to the complex are two smaller outbuildings in the rear along the railroad tracks. Overall the property consists of five contributing buildings.

An exterior survey was conducted and all parts of the complex indicated on a sketch map. The complex was divided into sections by the consultant based on historic maps and plans. The units were numbered in approximate construction order (#1, #2...). Each building campaign is identified by a number and multiple sections with additional letters (#1a, #1b...). Photographs were taken of as many visible elevations of the complex as possible. Photographs are arranged in a combination of numeric and geographic order, following the numbering of building units as closely as possible. Photograph numbers are shown on a photo key map (see Page P0) and referenced in the text.

Due to the multiple ownership and varied uses of the structures, wholesale interior inspection was deemed unfeasible. Preliminary inspection did, however, show that despite partitioning of the larger interior spaces to accommodate light industrial and artistic studios and office space, the general configuration and interior elements have largely been retained.

Research on the Morley Company and the history and development of the factory was undertaken using city directories, tax and insurance maps, historic plans, US population census reports, and newspaper archives.

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41. Historical Background and Role in the Town or City's Development:

The Button Factory is Portsmouth's only intact nineteenth-century industrial complex. When the Morley Button Factory was built in the 1890s, it was at the outer edge of Portsmouth's urban center. Islington Street, and the parallel railroad tracks, closer to downtown, were the location of Portsmouth's other large scale industries. The Frank Jones Brewery stood opposite the lower end of Bartlett Street, and on Bartlett was the Eldredge Brewery. Closer to downtown on the shore of the North Mill Pond was the Portsmouth Shoe Factory. Many of these businesses were interrelated. Brewer Frank Jones was a major financier of the Portsmouth Shoe Factory, built in 1886. The leading figure in the Morley Button Factory was Jones' son-in-law and business partner, Charles A. Sinclair. Both Jones and Sinclair were both key figures in the Eastern and Boston and Maine Railroads, on which these industries were located.

1880-1892: Founding of Morley Button Company

As one of the only button manufacturing plants in the country, Portsmouth's Morley Button Factory has a unique history. It began with the invention of a "new and novel button sewing-machine," exhibited in Portsmouth in December of 1880. Inventor James H. Morley owned one third of the machine, while an E.S. Fay of Portsmouth, presumably an investor, owned the remaining two thirds. Prominent boot and shoe manufacturers of the time came to see the new machine which, after rigorous testing, was pronounced perfect and garnered interest from Canadian and European shoemakers as well (*Shoreliner Magazine* 1951).

At that time, 29-year-old James Morley was living in Holyoke, Massachusetts, with wife Juliette and two young daughters. His occupation was listed in the census simply as "sewing-machine man." Later he was "inventor." James Morley was born in 1851 in New York, his father was English and was employed in a paper mill. A later reference described Morley as "an alert, ingenious member of a titled and illustrious family" (*Shoreliner Magazine* 1951; Bureau of the Census 1880, 1900, 1920).

After patenting the Morley Button Sewing Machine in 1880, Morley formed the Morley Button Sewing Machine Company. However, inconsistencies in button size and shape posed problems for his automatic feed mechanism over the next decade (*Shoreliner* 1951). It soon became clear that shoe buttons as a commodity were sought much more highly than was the sewing machine itself, and Morley's emphasis shifted to fiber button manufacturing instead. In 1890, he partnered with Charles A. Sinclair and Walter E. Bennett to form the Morley Button Manufacturing Company in order to begin production of both the machine and the buttons it used. The original operation was located in Beverly, Massachusetts, in a modest wood-framed shop (*Shoreliner* 1951; buttonfactorystudios.com 2006).

The factory operations were overseen by Walter Bennett (1855-1909). He was a machinist who had previously lived in Boston, and in Connecticut, where he married in 1878 and started a family before returning to Massachusetts (Bureau of the Census 1880). He worked for the Morley Sewing Machine Company in Boston from its beginnings (*Portsmouth Herald* 2/1/1906). Morley gave his name to the company, but was never actively involved in its operation. He lived in the Springfield/Holyoke area throughout his life. In the 1890s, he ran the Morley Express Copying Machine and Paper Company. As of 1920 he was a teacher in an early auto school (Springfield, MA city directories, Ancestry.com).

The principal investor in the Morley Company, Col. Charles A. Sinclair was the husband of Emma Jones, daughter of Frank and Martha Jones. Sinclair was from Bethlehem, New Hampshire, the son

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of a businessman and politician, who was a contemporary and business associate of Frank Jones. The families probably met when the Joneses vacationed in Bethlehem. Charles Sinclair and Emma Jones were married on her 18th birthday in 1873. Sinclair went to work for Frank Jones at the brewery, during the 1870s and '80s as the ale business boomed and the brewery complex was expanded. Jones and Sinclair soon became close friends and business associates. The Sinclairs initially had winter quarters in the Rockingham Hotel, and summered with the Jones family in Sorrento, Maine. In 1889 Frank Jones purchased and renovated a home for them on the corner of Middle Street and Richards Avenue in Portsmouth (Brighton 1976). Charles Sinclair served terms in the state senate in 1889 and 1890. Jones and Sinclair were major railroad investors and during the 1880s Sinclair served as president of the Manchester and Lawrence and the Nashua and Rochester Railroads. Frank Jones briefly was president of the Boston and Maine.

The Morley Button Company prospered in Beverly. High fashion of the time included high-button shoes, in Canada and Europe as well as in the U.S., and demand for buttons was high. When the Beverly location became too small to accommodate the growing company, the business relocated to Portsmouth, at Sinclair's urging. At that time, his father-in-law's Portsmouth Shoe Factory, in which Sinclair also owned a substantial interest, was at its peak of operation, with 1,200 employed. For most of its history, the Morley Company's executive office was in Boston.

1892-1899: Portsmouth Button Factory Built and Expanded

The site for the new factory was Portsmouth's former "cricket field" which contained seven acres along the railroad tracks (*Portsmouth Herald* 02/05/1943: 10-A). The first factory building (#1) was erected ca. 1892, parallel to a new railroad siding (Sanborn 1892; Insurance plan ca. 1920). The Morley Company was destined to dominate the button-making industry and become the largest manufacturer of buttons in the world (Brighton 1994).

Walter Bennett was installed as the factory's superintendent and moved his family—wife Martha, sons Harold and William, and daughter Bertha—to Portsmouth. They lived on Highland Avenue off of Middle Street and then for many years at 499 Middle Street (Bureau of the Census 1900; *Portsmouth Herald* 02/05/1943: 10-A). That the Bennetts were a family of considerable means is suggested by the children's attendance at school into their late teens – whereas many of their peers were part of the local workforce (Bureau of the Census 1900). Charles Sinclair's office was on State Street in Boston. The family spent time seasonally in Portsmouth and in Sorrento, Maine, and winters in Boston and later Brookline.

When first built, button factory operations were limited to the first level of the building which contained three ovens and employed two men – a foreman and a laborer – in the japanning room (*Portsmouth Herald* 02/05/1943: 10-A). Within a few years the structure was filled to capacity. The ovens were located on the first floor at the south end; beyond stood the original boiler stack. An engine and dynamo occupied the middle section of the ground floor. The northern room was the sorting room. On the second story, were a button-making room, storage room, a drafting room and machine shop on the second floor. A second machine shop and additional storage rooms occupied the top floor (Sanborn 1898). The core factory building was enlarged in 1895 by the south addition (#2) and japanning room (#2a). This area contained additional ovens, machine and carpentry shops. The Stovener Manufacturing Company, of which Sinclair was president, operated out of the third floor space. Along the railroad behind the factory, a long outbuilding was erected (#2b, 2c). This included coal storage adjacent to the boiler area (Sanborn 1898). An addition was built at the northeast end of the factory ca. 1897 (#4). This area contained offices on the first floor, a machine shop on the second and a treeing room on the third (Sanborn 1898). The Morley complex was

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heated and powered by coal-fired steam, utilized electricity for lighting, employed a night watchman and had rudimentary fire protection consisting of fire pails placed throughout the buildings (Sanborn 1898).

North of the Button Factory, Frank Jones erected a power generating plant (#3) and an attached storage building (#3a) in 1896. This supplied power to Jones' brewery – located on the other side of Islington Street to the northeast – and his two hotels, The Rockingham and The Wentworth (Sanborn 1898; buttonfactorystudios.com). Jones had electric wires and poles installed between in 1896. Three dynamos were housed in the north section of the building, overseen by two men at a time (Sanborn 1898); the southern section functioned as a boiler house (Insurance plan ca. 1920). The Frank Jones Electric Company operated until around 1915, when the Morley Button Factory took over the building (*Portsmouth Herald* 02/05/1943: 10-A).

During the last year of the nineteenth century, the Morley Button Company enjoyed tremendous commercial success, but on April 22, 1899, mourned the death of Charles A. Sinclair at the age of 50. His loss resonated throughout the entire city. On the day of his funeral, the city effectively shut down – banks closed, businesses closed at noon, and Portsmouth's largest factories, Morley and Portsmouth Shoe among them, “silenced their machinery” in respect (*Portsmouth Herald* 4/27/1899).

1900-1915: Monopoly in Shoe Button Industry, Frank Jones President, Sinclair Heirs, Factory Expansion

Sinclair's death did not stall the company's progress. Frank Jones took over as president for the few years until his own death. In September of 1899, a deal was brokered with the federal government whereby the five U.S. shoe button manufacturing factories were to combine operations, and all plants except Morley to close. This resulted in an industrial monopoly for Morley, and ensured further growth of the already substantial factory complex. Forty workers were added upon the completion of the merger, with more expected, along with new machinery (*Portsmouth Herald* 9/25/1899).

In April 1900, the *Portsmouth Herald* reported, carpenters were “putting in the timbers” of the new addition. The Finished Goods building (#5) was completed in 1901, containing the finished goods department. At the same time, a storage shed was added southeast of the main complex, and two more added to the north and northeast of the site (Sanborn 1904). The shipping room was located on the ground floor at the northeast end of the building (#4).

Frank Jones died in 1902. His heirs included his grandchildren: Grace Whittemore, Martha Merrill, Mary Lousie Spring, and Ellen Marie Sinclair, who had also inherited from their father a few years earlier. The Sinclair sons-in-law became involved in the Button Factory business in the Boston executive office. Three Sinclair daughters had married three friends and former Harvard schoolmates from the Boston and Newton area in 1896-1897; Grace married Parker Whittemore; Martha married Sherburne M. Merrill; and Mary Louise, John Spring. The Merrills lived on Beacon Hill, the Springs and Whittemores were neighbors in Newton Highlands. The youngest sister Ellen Marie Sinclair remained unmarried, and lived in Portsmouth and Newton (Brighton 1976).

Many of Frank Jones' businesses failed after his death, including the Portsmouth Shoe Company in 1904 (Candee 1992:153). The Morley Button Factory continued. Long-time superintendent and one of the three original Morley partners, Walter Bennett, was Company president from Jones' death until his own death in 1909. S.M. Merrill became Morley treasurer and general manager (City Directories 1903). On Walter Bennett's death in 1909, he was succeeded as superintendent by his

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27-year-old son Harold Bennett (*Portsmouth Herald* 02/05/1943: 10-A), who oversaw further expansion of factory operations. Sinclair's son-in-law John Spring of Boston became company president (City Directory 1918). He and brother-in-law Parker Whittemore were also engaged in automobile manufacturing (Bureau of the Census 1910).

As of 1906 the Button factory employed 130 people, fifty of them women. Many of the button factory's employees lived on Islington Street and the immediate vicinity, including 30-year-old James Pendergast who worked in the stuffing room (Bureau of the Census 1910). Children also worked at the factory, including 15-year-old Mildred Mudgett, who helped support her family of seven by working as a packer. In addition to being one of the area's largest employers, the Morley factory, played an integral role in community and city life as well. The factory whistle acted as an auxiliary system to the city's fire-alert mechanism, which included two other signals – a whistle on the central fire station and the bell of the North church on Market Square (*Portsmouth Herald* 02/05/1943: 7-A). The factory also figured heavily in recreational life, with corporate football and baseball teams, for example, and organized tournaments.

Products were shoe, gaiter, clothing, collar, upholstery and tufting buttons, as well as upholstery nails, and ring-travelers and twisters for spinning machines. The factory was comprised of several departments, including: japanning where the coloring was done; punching where the blanks for the buttons were made; and ring travelers. The shipping section was located near the office in the northeastern end of the building. About a hundred machines were involved in the process, made, and in many cases invented, in the machine shop on site. Papier-mâché was made elsewhere in New England and delivered in $\frac{1}{8}$ " to $\frac{1}{4}$ " thick boards, 15" x 36". The punching machines had an output of 7,500 shoe button blanks per minute, filling ten large barrels in a day. These were then shaped, wired, colored and baked in forty ovens. Clothing buttons were machine shaped and punched in a shingle process. Shank buttons were shaped and then the eyes added in a separate process. Fifty miles of wire were used a day, automatically cut, shaped and driven into the button. In the japanning room, the buttons were colored in twenty revolving receptacles with oil and coloring. After this the buttons are baked. Hand-finishing involved coloring by hand the finer quality buttons. Ring-travelers were made in many sizes from wire, machine shaped and cut, then tempered in a furnace, then smoothed. The shipping department handled about two tons each day, shipping all over the country and to Europe and Australia (*Portsmouth Herald* 2/1/1906).

A major building campaign in 1910 and 1911 expanded the factory forward (southeast) toward Islington Street and the rail siding was extended to the south end of the complex (Sanborn 1910). The new sections were designed to match the existing (Densmore & LeClear 1910). A long, narrow three-story addition (#6a) was built on the front of the existing factory sections # 1 south of the stair tower. This 1910 front addition (#6a) held sifting and tumbling rooms on the first floor, a machine shop and sorting room on the second floor, and a carpentry shop and drafting rooms on the third floor. Each level also had a bathroom, and the tumbling room was open to an adjoining one-story 1910 structure on the southwest (#6b), which held goods in process (Insurance plan ca. 1920).

At the same time, the Button Building (#6) was built, projecting toward Islington in front of and below the new three-story section. The top floor housed button-making operations and machinery, packing and shipping was contained on the first floor and the basement was used for button storage (Insurance plan ca. 1920). When the building was finished, employees celebrated its dedication with a large banquet on the first floor and a dance on the second (*Portsmouth Herald* 02/05/1943: 10-A).

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A new cooling room (#6c) was built in front of the japanning room (#2a). At the southwest end of the complex, a large hand finishing section was erected (#6e). A long, narrow oven building (#6f) was built projecting toward Islington Street, the first part in 1910, extended in 1911.

In 1911, a new section of structures was added in the northeast corner of the complex, in front of the original factory. Adjacent to the original stair tower was the recreation room (#7b). A new office (#7) was built at the front, and behind it, alongside the button building was a new shipping area (#7a). During the same period a new paint shop (#7c) was built off the hand finishing room (#5).

From this period on, each addition was designed by the prominent Boston based architectural and engineering firm of Densmore and LeClear, later Densmore, LeClear and Robbins. Edward Dana Densmore (1871-1925) graduated from M.I.T. in 1893 and did post graduate work at Harvard. He went into mechanical engineers and from 1898 until joining with LeClear, worked for Hollis French consulting engineers. Densmore was married in 1905 and lived in Brookline, Massachusetts. Gifford LeClear (1874-1931) was originally from New Jersey, the son of a portrait painter (Bureau of the Census 1880). In 1895 he became an assistant professor at Harvard and he continued to teach and lecture at Harvard and M.I.T. throughout his career. In 1904 Densmore & LeClear were listed in Boston directories as steam and electrical engineers (Boston city directories)

Between 1905 and 1942, the firm built more than fifteen buildings at Harvard. The firm designed notable Boston buildings in the Park Square area, including the Paine Furniture Building (1913), the Salada Tea Building (1916) and the Park Square Building (1922-23). An industrial architect and resident of Newton, Henry C. Robbins (born 1877) joined the firm. Densmore's name was retained after his death in 1925. Other examples of their work can be found in Cambridge, Newton, Quincy, Somerville, Watertown, Williamstown, and Worcester, including multiple buildings for New England Telephone, schools, and warehouses. A major commission was the 1930 New England Telephone and Telegraph Company building at Bowdoin Square in Boston. In 1929, Densmore, LeClear & Robbins began work for the Massachusetts District Commission (MDC) designing the headhouse for the Quabbin Aqueduct Shaft in Barre, Massachusetts. Later work involved buildings and infrastructure for the MDC reservoirs and aqueducts (Boston Landmarks Commission 2007).

1915-1930: New Products, Final Large Building Campaign

In 1915, Harold Bennett relinquished his position as factory manager in order to head the company's newly opened New York office. A Baltimore, Maryland, office was established a short time later (*Portsmouth Herald* 02/05/1943: 10-A). Henry B. Tilton (born 1872) who became the Button factory superintendent and manager was a machinist who had previously been superintendent in another Jones/Sinclair family business, the Laconia Car shops (Bureau of the Census 1910, 1920). Henry and Grace Tilton lived on South Street. He later was Morley vice-president. During this period, Parker Whittemore became president of the Company. S.M. Merrill continued as treasurer (City Directories 1918, 1935, 1937).

With American involvement in WWI came a shortage of leather, and the fashion world responded accordingly with a sharp turn to ankle-height shoes. Morley's button sales dropped drastically as a result (*Shoreliner* 1951). Creative thinkers within the company saw opportunity rather than defeat and transitioned to the production of apparel buttons and, later, mattress buttons. This required construction of new baking ovens and a mill for the manufacture of fiber board from which the buttons were formed. The company also significantly expanded its product line, adding upholstered nails, apparel buttons, cloth and metal tab laundry tags, golf tees, and fiber mats for newspaper printing (*Portsmouth Herald* 02/05/1943: 10-A).

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Major additions were made to the Morley complex in 1916 and 1917 (#10, 11 and 12). These included more ovens, shipping, cooling and sorting rooms, and provide space for the expanding array of products (Insurance plan ca. 1920; Sanborn 1920). The first new oven building (#10) was built in 1916 in front (east) of the hand finishing room (#6e) and the next year, a new oven building of equal size (#12) was added in front. "Goods in process" rooms (#10a, 12c) were located at the north end of each oven room. Cooling and sorting rooms (#12a, 12b) were to the south.

The last major building campaign occurred in 1916 and 1917, with the Morley Company's launch into manufacturing its own button-paper materials. A new long pulp mill building consisting of three sections (#11, 11a, 11b) was built at the southwestern end of the site, on land purchased from Horace Frye (*Portsmouth Times* 8/3/1916). The paper building (#11) was originally detached, then connected to the main factory by a narrow bridge (Sanborn 1920). The first sheet of paper board was "run off the wet machine" on March 31, 1917 (*Portsmouth Herald* 02/05/1943: 10-A). Section #11a contained the pulp tanks on the first floor and the beater room and wet machines above. The finishing section was in #11. Paper and pulp storage was located in #11b (Plan 1947). The railroad siding was extended along the new building.

Around 1915, the Frank Jones Electric Light Company vacated their power plant (#3, 3a), and Morley took over the building for its own light and power generating needs for several years. Then a new brick chimney stack and small building (not extant) to house "boiler number five" were erected in front of the old power plant. The new boiler was reportedly designed to use powdered fuel and began to "carry the entire steam load of the factory, with about 175 ovens to keep going" in 1927 (*Portsmouth Herald* 02/05/1943: 10-A; Plan ca. 1920; Sanborn 1920). Building #6d was the transformer house from 1916 when the factory was powered by steam with electric transmission. Transformers located on both floors of the transformer house converted the incoming current from 550v to a usable 110v (Insurance plan ca. 1920). A bridge above ground and a tunnel below connected the main factory at #4 to the storehouse part (#3a) of the power plant (Plan 1947).

During this period, in the older parts of the factory, the first floor of #1 and #4 was storage and finished products. On the second floor of the original 1892 building (#1) were the automatic collar button machines. Machine work was done on the upper floor of #1 and #4. The third floor of the 1892 addition (#2) housed the ring-traveler department. The repair department was located below in #2. Button making was done in #6. Japanning continued in #2a. Hand finishing continued in #5, while stripping and carding was done in #6e. The ovens were in #6f, and #6c and #8 were cooling rooms. More ovens were in #10 and #12, with cooling in #12a and sorting in #12b. The private office was located in #7 and the general office in #7a (Sanborn 1920; Plan ca. 1920).

This became the last large-scale factory in Portsmouth after the breweries were closed due to Prohibition. In the summer of 1918, Button Factory employees working in the japanning room prompted change in the accepted work week. Their request for Saturday afternoons off resulted in management adopting a five-day, 47½ -hour work week by lengthening the work day from 9 to 9½ hours. The now-familiar 8-hour work day was not adopted until 1931 (*Portsmouth Herald* 02/05/1943: 7-A). The Morley Button Manufacturing Company executive office in Boston retained corporate functions until it was closed on January 1, 1930. As of about 1920 the factory employed 350, with 200 men on the premises by day (ca. 1920 plan).

1930-1957: Morley Company Contracts, Lease and Subdivision of Complex

The business was transferred to the Portsmouth office, which to this point had only maintained payroll and factory records (*Portsmouth Herald* 02/05/1943: 10-A). Morley retained sales and

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district offices in New York, Baltimore, and Chicago for some years longer. None of the Sinclair daughters had children, so when they and their husbands died, the company passed to more distant heirs.

In 1943, the Morley Button Manufacturing Company was reorganized as the Morley Company. The Board of Directors was W.G. Keene, Henry B. Tilton, E.B. Whittemore, and C.J. Winkler Jr. Eugene Whittemore, formerly of Springfield, Massachusetts and presumably related to Parker Whittemore, was company president, treasurer and general manager throughout this period. He and his wife lived in Hampton (City Directories 1943, 1959).

With the onset of WWII, the Morley Company began manufacturing several new products for the war effort, such as gas mask face forms, military uniform buttons (*Portsmouth Herald* 6/23/1976: 11) and decontamination bags. In 1941, then-factory manager Earl E. Watson collaborated with John L. "Dim-Out King" Scott, power sales and safety engineer for the NH Electric Company, to develop a light shade capable of "dimming out street, yard, porch, industrial and platform lights" (*Portsmouth Herald* 02/05/1943: 2-A). Loss of a substantial portion of male employees to the military resulted in a previously unheard of 65 percent female work force (*Portsmouth Herald* 02/05/1943: 7-A). During this time the 1910 Button Building was adapted for use as a defense school, and would later become a vocational training school (*Portsmouth Herald* 02/05/1943: 10A; Sanborn 1920 revised to 1949). The company developed the motto "the difficult we do promptly; the impossible takes slightly longer" and its contribution to the war effort earned it the Army-Navy Award for Excellence – the first given to a privately held industry in Rockingham County (*Portsmouth Herald* 02/05/1943). Bestowal of the award was a grand affair: Brigadier General Ray L. Avery presented the award pennant to Morley President Eugene B. Whittemore amid much fanfare on February 5, 1943. Local and state dignitaries, including Governor Robert Blood and several senators, attended the day's celebrations. After WWII, the company continued experimenting with new products and manufacturing. Advances in technology and the birth of the computer industry provided an opportunity for the company to enter into the production of tabulating cards – of which Morley became the dominant manufacturer in New England (*Portsmouth Herald* 6/23/1976). Morley was also a pioneer in paper-recycling, forming Ecology Service Corporation, a subsidiary organization occupied with the repurposing of used tabulating cards and computer paper.

As the product line changed, the vast complex of buildings became unnecessary. The Morley Company moved operations into smaller quarters, selling or leasing surrounding buildings (Sanborn 1920 revised to 1949). The subdivision of the former factory and changes in uses, ultimately allowed the Button Factory to remain standing.

In 1946, the northeast front section of the property, including units #6, 6a, 7, 7a and 7b were sold to the City of Portsmouth and became a vocational school, the N.H. Technical Institute. The office and shipping room (#7, 7a) became classrooms, the Button building (#6) had the machine shop on the first floor, and metal shop on the second. An additional welding shop area and garage (#13) was added at that time. The State of New Hampshire owned #6f and part of #9 as its State Trade School for Veterans. The former oven building (#6f) became the auto shop. The former Frank Jones power plant (#3, 3a) was sold by the Morley Company in 1947 to Frank Hartley and Sons dyes and chemicals.

In 1947, Morley moved its own operation into the central part of the complex. The offices were in #5. Section 6e was the engineering and sorting room. Hardening and tumbling was done in #12a, while #12c contained the paint room and tumbling. #12b was tufting and button manufacturing. A

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shipping room was added in #14, connected by a narrow passage (part of #14a) to the paper buildings (Plan 1947).

The original factory building (#1, #2 and #4) as well as #6b, 6c and 8 were sold to Howard Cosgrove. Various tenants occupied the building. The old factory housed Craft Shoe on the first floor and Mason Greeting card finishing on the third. Sections #8, 6c and 2a became warehouse for Montgomery Ward. The former sorting room (#12b) and adjacent warehouse (14, 14a), which was expanded, became the location of Ron-Bet aluminum window company.

The southwestern end of the complex (#11, 11a, 11b) was sold off in 1948 and it became Fibertex, which continued production of fiber board (City Directory 1955; Sanborn 1956). Lots of land along Islington Street were also subdivided and sold in 1947 for commercial development (Plans 1946, 1955, 1996).

The Morley Company, manufacturers of buttons and other fiber and plastic products, continued to own and occupy the center of the complex. The office and machine shop was in #7c. The ovens and paint house were in #12, while #10a was the blank room. Storage was in #10 and sorting in the former finished goods room (#5). Other areas were vacant (City Directories 1952, 1955; Sanborn 1956).

1957-present: Final Years of Morley Company, Mixed Uses, Condominiums

Subdivision and sale of parts of the complex continued. What was once a single factory complex is now fifteen separate parcels. The Morley Company continued to contract, but was in existence through the 1990s. The vocational school occupied one corner of the complex into the 1970s.

Separate street addresses were given to the various parts of the building around 1950 and these street numbers continued to be revised over the years. The core of the factory was initially numbered 865 Islington Street. Later the original 1890s factory became 847 and then 855 Islington. 865 Islington continued to apply to the warehouse area in sections #8, 6c and 2a. The tech school (#6, 6a, 6f, 7, 7a and 7b) became 871 Islington and that address still applies, though the area is now divided into condominium units. As the Morley company moved into smaller quarters in the middle of the complex (#5, 7c, e, 12, 10, 12a, 12b, etc. its address was 909. The warehouse space #14 and 14a was 973 Islington. The Fibertex property (#11, 11a, 11b) was numbered 997 and then 1001 Islington (City Directories 1955, 1961).

The original button factory (#1, 2, 4, etc.) was vacant in the 1960s (City Directory 1961). In 1968, it was acquired by George and Isabel Irwin for their paper potato bag manufacturing business (buttonfactorystudios.com). Shortly thereafter however, the rail tracks behind the building were condemned and the Irwins' business was forced to close, although they retained ownership of the building until 1986, leasing space to a variety of artists and craftspeople (buttonfactorystudios.com). The early building's current owners have continued the tradition started by the Irwins, and the "Button Factory" functions as an integral creative and artistic center for Portsmouth (Buttrick 2006).

The former paper buildings (#11, 11a, 11b) on parcel 172/4 long used by Fibertex, were renovated and converted to condominiums in 1996.

The Morley Company still owed the central part of the property (#6e, 5, 10, 1a, 12, 12a and 12b, etc.) in the 1990s, but the company finally ceased to exist around 2000 (Plan 1996; Buttrick 2006). The remaining buildings within the center of the complex are now utilized by a variety of commercial and light industrial businesses, such as a cabinetmakers, engineering firms and automotive repair shops.

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- Specialized industry, related to heavily capitalized (factory) shoemaking.

43. Architectural Description and Comparative Evaluation:

Key buildings were erected between 1892 and 1917. The core 1892 factory operations and original parts of the building clustered together at what is now the northern end of the main building. The ca. 1896 power generating plant forms the northwest part of the property. The ca. 1917 paper milling operations (originally a detached building) mark the southwest end.

The core building (#1) was built ca. 1892, expanded on the southwest in 1895 (#2) and on the northeast in 1897 (#4) (Insurance plan ca. 1920; Sanborn 1892). A power generating plant was erected in 1896 (#3) and a multipurpose room was added to the core building in 1901 (#5). Two additional large-scale building campaigns in 1910-1911 (#6-7) and again in 1916-1917 (#10-#12) tripled the size of the complex. Additions from the end of the historic period included one-story sections added in the 1940s (#14, 14a) connecting the paper plant and main factory and an attached wood frame workshop in the northeast corner of the plant. A modern addition (#15) on the southwest end of the complex dates from after the period of significance.

All parts of the complex built between 1892 and 1917 share several common features: brick foundations; paneled brick construction consisting of recessed panels between flat piers; a common bond variant – Flemish stretcher bond; flat or low-pitched gable roofs; monitors or clerestories; large, multi-pane sash; two- and three-course semi-elliptical, segmental arches; and granite window sills.

The early building strongly resembled the Portsmouth Shoe Factory (not extant), built a few years earlier. The architect of the late nineteenth century parts of the Button Factory has not been identified, but was presumably one in Frank Jones' employ. From the early 1900s on, all additions were designed by Densmore & LeClear of Boston.

1892-1899: Portsmouth Button Factory Built and Expanded

The 1890s structures (**#1, #2, #4**) set the architectural tone for the entire complex. All parts are built of red brick in a Flemish stretcher bond pattern, a variant on the common bond. Recessed panels are three windows wide between flat brick piers. These rise to a row of staggered headers forming dentils and a corbelled brick cornice. The many, regularly spaced window openings have granite sills and two-course semi-elliptical, segmental, brick arches, and contain double-hung 6/6 wooden sash, old if not original. Iron tie rods run east-west, horizontally aligned and spaced evenly at the floor level of each story in the ca.1892 building (**#1**) and slightly staggered in the extensions (**#2, #4**), which also have additional tie rods running north-south.

Within the northeastern section of the existing complex, the massing and form of the original **ca. 1892 factory** building (**#1 – Photos 1, 8, 12, 13, 14**) is still evident. The structure has housed manufacturing, machining and production rooms, as well as ovens, offices and storage rooms. Oriented laterally to Islington Street, the original factory was 12 x 6 bays, three-stories, with a low-pitched gable roof. The stair tower, then four stories, was prominently located on the façade. A clerestory was later added above the roof of the original 1892 section (**#1**). A tall chimney stack (not extant) stood at the southwest end of the building, and was later enveloped by added sections (see

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historic photograph ca. 1892). The façade of the 1892 building south of the stair tower is covered by the three-story front addition of 1910 (#6a). The rear elevation is visible all along the northwest elevation with the same regular fenestration as the façade, a few openings filled in.

The three-story factory was extended to the southwest with an addition in **1895 (#2 - Photos 4, 15, 16)**. The façade was extended by twelve bays, in four panels. This south addition (#2) is slightly wider than the original block, jutting out on the rear, with a more pronounced cornice. Otherwise it is identical.

In **1897**, the rectangular factory was extended to the northeast by a nine bay addition (**# 4 - Photos 3, 10, 12, 13, 14**) (Sanborn 1898; Insurance plan ca. 1920). The original and new sections were matching and continuous. Centered on the rear (northwest) is a stair tower. The square 1 x 1 bay tower is five stories high with corbelled cornice and segmental arched windows.

The front **stair tower (in #1 – Photos 1, 2, 3, 8, 9)** was originally three stories high, with the fourth level added in 1911. This raised it above the front additions built at that time. Only part of the original tower remains visible, as it is enveloped by later additions. Originally the 2 x 2 bay tower projected from the center of the façade and was topped by a pyramidal hip roof (see historic photos). The windows match those of the main block. The added top level is distinct from the floors below. It is Gothic in style with a granite string course and crenellated parapet. On each side are bands of three narrow windows, with shared granite sills and granite keystones. The front entrance to the factory (**#1**) at the base of the tower is now accessed from the north side. The front wall of the tower butts the **1911 Recreation building (#7b)**. Construction of the **welding shop (#13)** ca. 1947 created a narrow corridor to the stair tower door.

The **1895 japanning room (#2a – Photo 15)** is only visible on its rear (northwest) exterior wall. This one-story section with flat roof continues the established paneled brick construction of the main block. Window openings are tall and also feature granite sills and segmental arches, although plywood panels have replaced sash. When built, this section had three rectangular roof monitors. The façade was lined by windows, evenly spaced, continuing the fenestration pattern of the main block (see historic photo – Gurney 1902).

The railroad tracks parallel the northwest side of the property. Historically a parallel siding ran directly behind the factory. Between the siding and the main track stand detached utility structures. Directly behind the 1892 factory building, adjacent and parallel to the tracks, is a long, narrow brick **storage building (#2b, #2c)** built in 1895 and extended to the northeast in 1909 (Insurance plan ca. 1920). The 155' x 18', one-story section (**#2b – Photos 17, 18**) utilizes the same Flemish stretcher bond pattern as the rest of the complex. The southeast elevation facing the main factory has eleven full-height openings, all modified and containing a mix of doors, windows and solid coverings. On the northeast end, a recent overhead garage door provides access. The southwestern end of the building (**# 2c – Photo 19**) is a 2-story brick building initially used for coal storage. By ca. 1920 the first floor was used for empty box storage and the second floor housed oil tanks (Insurance plan ca. 1920). Window openings on the upper story contain 2/2 sash, and have granite sills and semi-elliptical segmental arches. The northwest wall along the railroad tracks is an uninterrupted expanse of brick. Ghost marks and a three-course segmental arch provide clues to the original fenestration on the southeast elevation, which now features three evenly spaced entrances at grade. Additional markings on the southwest wall indicate the former place of a one-story, gable-roof storage shed for additional oil tanks (Insurance plan ca. 1920). Another separate shed stood to the southwest (not extant) (Sanborn 1904, 1910).

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At the northeastern end of the Morley complex is the former power plant associated with the factory at one time. Constructed in stages beginning ca. 1896, the “**Frank Jones Electric Light Station**” (#3 – **Photos 20-24**) is still clearly discernible, despite facade alterations. It was remodeled for commercial use in the late twentieth-century, but retains much of its original brick construction. The two-story paneled brick structure is 12 x 6 bays, with the windows on the façade arranged in six panels. The walls, on brick foundation, are constructed of red brick in a Flemish stretcher bond pattern. Bays are recessed between flat brick piers which rise to a plain cornice and flat roof. The façade is now defined by a modern brick-veneered canopy, constructed in a running bond, supported by large, square, brick posts on concrete footings. A 150' iron stack located on the south elevation (Sanborn 1898; Insurance plan ca. 1920) is no longer extant. About 1898 a coal shed measuring approximately 105' x 18' was added to the length of the rear (west) elevation, increasing the building depth by one bay. This addition is supported by a foundation of rough-hewn, granite blocks.

Window openings on the upper story of the north end and east facing façade contain a combination of single and paired 1/1 and single pane windows, with granite sills and three-course, semi-circular, segmental brick arches. Those on the east are partially obscured by the brick canopy. On the west, window openings on the former coal shed are also at the upper story level and have granite sills and three-course, semi-circular, segmental arches, but they are much shorter than the openings on other elevations and contain sliding aluminum windows. On the ground floor, panels contain plain replacement metal doors topped by flat brick lintels. The south wall of the coal shed features a single, large doorway extending its full width. This opening features a three-course semi-elliptical, segmental arch and appears to have once contained large doors. It now contains a series of fixed panes in the upper third, and plywood infill with a small access door in the lower two thirds.

1900-1915: Monopoly in Shoe Button Industry, Frank Jones President, Sinclair Heirs, Factory Expansion

The **1901 finished goods building** (#5 – **Photo 29**) is attached to the southwest side of the **1895 japanning room** (#2a) via a firewall (Insurance plan ca. 1920). When built, it extended the long linear factory along the railroad tracks. This brick, one-story, eaves-front structure has a low-pitched gable roof with penthouse. Most of the window openings are covered with solid plywood panels; some retain 6/6 wooden sash.

To the rear, parallel to the railroad tracks, stands a 2-story brick outbuilding, once the **transformer house** (# 6d – **Photos 27, 28**). This 4 x 2 bay, 32' x 16', 2-story, flat-roofed, red brick structure on brick foundation was originally a store house (Densmore & LeClear 1911; Sanborn 1904). Although window and door openings have been boarded up, all retain their granite sills and two- and three-course semi-elliptical, segmental arches. Several equipment remnants and a lighting fixture remain affixed to the exterior.

The Electric Light Station (#3) was enlarged in 1903 with construction of a storehouse (#3a – **Photos 22, 23**). This 1½-story, 3 x 4 bay, brick structure is like the main factory in its recessed panels and flat brick piers, corbelled cornice and shallow-pitched gable roof. On the east elevation, a single window opening features a two-course semi-elliptical segmental arch and a fixed single-pane window with granite sill. Apparent formerly matching window opening in the first bay now contain brick infill in a running bond pattern and the segmental arch and granite sill are no longer extant. In the center bay are a window and doorway, sheltered by a metal canopy. Early on, a bridge connected the second floor of the store house (#3a) to the second floor of the main factory building (#4). This bridge, along with a platform providing access between the lower levels of the two buildings, appears to have been removed ca. 1920 (Insurance plan ca. 1920; Sanborn 1920). In

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place of the bridge, a metal stairway now provides access to the upper doorway. At grade level, a plain, metal door is located in the first bay, while two windows, with semi-elliptical, segmental arches and granite sills, occupy the second bay.

A major expansion occurred in 1909-1911. Several new sections were added, including extensions to the front of #1 and #2, projecting forward towards Islington Street (**#6, 6a, 6b and 6c**) and a long structure to the southwest (**#6e**). The architects for these additions were Densmore & LeClear, who worked for the Morley Company as early as 1908.

The façade of the 1892 factory, southwest of the stair tower was extended forward in 1910 by a 3-story, 3 x 8 bay addition. The **1910 front addition (#6a – Photos 4, 16, 31 and 36)** has the same Flemish stretcher bond pattern as the older structures. The architects specified that the new sections match the existing (Densmore & LeClear 1910), using the same recessed panels between flat piers, a corbelled cornice with dentils, and slightly pitched, almost flat, roof. The northeast and southwest ends have three windows in each panel, containing 6/6 wooden sash. Panels on the façade (southeast) differ, with only two windows in each. These contain wide 8/8 sash. All openings have granite sills and two-course segmental, semi-elliptical arches.

Projecting toward Islington Street from the front of #6a, the two-story **button building (#6)** was also built in 1910. The rectangular structure continues the exact paneled brick and Flemish stretcher bond construction of the main block, with slightly larger window openings. On the façade, nine windows are arranged in recessed panels, three bays wide, between flat piers, rising to a corbelled cornice. The side elevations are now separated from adjacent sections by narrow courtyards, have nine panels, two windows wide. The roof is flat and retains a single saw-tooth clerestory. Window openings contain 6/6 replacement metal windows, granite sills and two-course segmental arches. The central front entrance is not original.

Extending southwest, in front of the japanning room (#2a), the **1910 goods-in-process building (#6b – Photo 16)** is a one-story, 75' x 26', shed-roofed structure with only one partial exterior wall exposed on the front. Window openings on this elevation contain 8/8 sash, two-course segmental arches and granite sills.

The long rectangular **oven building (#6f – Photos 4, 5, 35, 36)** is in front of the goods in process section (#6b), parallel to the button building (#6). The 144' x 36', eaves-front structure with monitor roof is constructed in the same Flemish stretcher bond pattern as surrounding structures. Wall surfaces are flat and uninterrupted, rising to a corbelled cornice and shallow-pitch gable roof. A clerestory extends the full length of the roof and contains a ribbon of vertically divided casement windows. The top of the monitor roof has been rebuilt. A former doorway on the east wall has been in-filled with brick. Gone are the ten tall, rectangular chimneys, evenly spaced along each side. A modern entry occupies the place of the original door on the front gable end (Insurance plan ca. 1920). The southwest side elevation of the oven building (#6f) is covered by the **1915 paint shop (#9)**, between the ovens and the cooling rooms (#6c, #8). The concrete block front section of #9 is a recent addition (Insurance plan ca. 1920; Sanborn 1956).

Cooling rooms (#6c, #8) were located south of the oven rooms, in front of the japanning room (#2a). The **1910 cooling building (#6c – Photos 38, 39)** is a one-story gable front structure, extended forward in 1913 by the addition of a second cooling building (**#8 – Photos 4, 37**). Separated by a firewall, which forms a parapet above the shallow gable roof, the two sections otherwise appear as one structure. A monitor roof extends the length of the ridge. Its window openings originally contained 2/2 pivoting sash (Densmore & LeClear 1910), but have been covered

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from the exterior by corrugated metal sheeting. In the brick walls, window openings are full-height with granite sills and two-course segmental arches, and contain four, four-light (horizontally arranged) pivoting sash. The façade has been altered somewhat: two window openings have been combined to accommodate a standard mechanical sixteen-panel, four-light garage door. Differences in brick and mortar color and thickness indicate where two additional windows were removed to create a doorway.

The southwest end of the complex in 1911 was the **hand finishing room (#6e – Photo 30)** a long 1-story building attached to the southwest end of the 1901 finished goods building (#5). The northerly portion was constructed in 1909 and the southern part added in 1911 creating one long section. The front of #6e was later covered by #10 and #12, built in 1916-17. The visible rear (northwest) elevation of #6e has a series of large segmental arched window openings. Some have been filled with concrete blocks or covered with other materials, while the remainder contain paired 6/6 sash with exterior aluminum storms. The southwest corner is a modern wood frame structure, connected to the adjacent warehouse spaces.

Extending from the front of the finished goods building (#5) parallel to the cooling room (#6c) is the **1911 paint shop & pattern room (#7c – Photo 39)**. This an L-shaped one-story, 4 x 5 bay brick structure retains paired window openings with original sills and arches, but modern windows. The roofline is altered by a late twentieth century false Mansard roof with wood shingled sides and overhanging eaves.

Renovations in 1911 redefined the main entry to the factory off of Frenchman's Lane in the northeast corner of the property. A series of low brick sections were added in front of the original factory. In the corner between the stair tower and the button building is the 2-story, **recreation building (#7b – Photo 31)**. Following the prevalent paneled brick Flemish stretcher bond construction, the first bay of the façade features a single window, while the remaining two bays contain two. On the north, panels are three windows wide. These openings contain 6/6 replacement metal windows. They retain granite sills and two-course semi-elliptical, segmental arches. The flat brick piers separating the bays rise to a corbelled cornice and flat roof. The south and west elevations act as party walls to the button building and the east addition, respectively, and are not visible from the exterior.

Extending forward and toward Frenchman's Lane, the **1911 shipping building (#7a – Photos 1, 31, 32)** is a single story, 25' x 55' brick structure joined to the **1911 office (#7 – Photos 1, 32)** which is in the very front corner of the building. Both are one-story structures, constructed in the established Flemish stretcher bond pattern. Walls are flat and rise to a corbelled cornice and flat roof. The office and the front entry to the factory are distinguished by the wider and more elaborate, corbelled cornice accentuated by corbelled brackets. The façade features a crenellated parapet, matching the new top level of the main tower. Below is a bay window with decorative brick panel, formed by staggered rows of headers, above its copper roof. Window openings of both structures contain 1/1 replacement metal sash with snap-in muntins. Granite keystones in the office (#7) windows articulate its hierarchy in the complex. The segmental arches also differ: they are constructed in a vertical Flemish bond, and continue as a horizontal band around the perimeter of the building, between window openings. The shipping room (#7a) historically had a saw-tooth roof for lighting the upper story. Where a second shipping room previously stood (Insurance plan ca. 1920), an L-shaped courtyard now separates the 1911 shipping room and office from the button building (#6) on the south.

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1915-1930: New Products, Final Large Building Campaign

Large areas were added to the factory in 1916-17 in the center front of the complex projecting toward Islington Street a series of additions included: two oven rooms (**#10 and #12 – Photos 6, 41**), a cooling room (**#12a**), sorting room (**#12b**), two goods in process rooms (**#10a and 12c – Photo 40**), a coat room (**#10b**) and locker room (**#12d**). The southwestern portion of the complex, a long structure consisting of three sections (**#11, 11a, 11b – Photo 45**), with varying roof heights, was built in 1916 to house the company's pulp mill and paper manufacturing plant.

In the central front part of the complex, the northeast end was the **goods-in-process rooms (#10a and #12c – Photo 40)**. Both goods in process buildings are brick in Flemish stretcher bond and have window and door openings with segmental brick arches and granite sills. Windows are paired 9/9 and 4/4 replacement sash under a continuous lintel. Larger window openings also feature horizontal three-light windows above each upper sash. The front (east) section, **#12c** is a tall one-story brick structure has a saw-tooth roof with parallel clerestory windows. Both goods-in-process buildings are brick in Flemish stretcher bond and have window and door openings with segmental brick arches and granite sills. Windows are paired 9/9 and 4/4 replacement sash under a continuous lintel. Larger window openings also feature horizontal three-light windows above each upper sash. At the northeast corner of the rear goods in process building (**#10a**) single story square tower with hipped roof, sheathed in standing-seam copper. Tie-rods run north to south, and an opening on the north wall contains a three course segmental arch, granite sill, and what appears to be the original metal elevator door. Beyond this, forming a connection between the elevator and the 1910 oven and manufacturing building to the rear (**#6e**), is a small one-story space housing built in 1916 as a coat room (**#10b**). Historic plans show a long narrow section between **#6e** and **#10** was added in 1917 as locker and cleaning rooms (**#12d**).

The goods-in-process rooms were attached to the north walls of the **oven rooms (#10 and #12 – Photos 6 and 41)**. The inner (west) part (**#10**) was built in 1916 and the front (**#12**) in 1917. The two oven rooms were identical when constructed and featured raised monitor roofs with ribbons of windows and six tall chimneys (Insurance plan ca. 1920). This is one of the most altered portions of the façade. The chimneys and original fenestration have been lost. On the front, the raised roof is sheathed in vinyl and contains three window openings. The former solid expanse of brick wall is now pierced by two modern overhead garage doors and modern entryway and metal-frame picture windows.

A long, narrow room, **1917 cooling room (#12a – Photo 41)**, parallel to the southwest wall of the oven rooms forms two bays of the façade. This is also changed – what were originally two window openings containing paired windows, are now a door opening, still with segmental arch, and a squared, commercial loading bay. The southwest part of this central front section is the **1917 sorting room (#12b – Photo 41)**, a long, one-story brick structure with saw-tooth roof. The flat brick walls are topped by a corbelled cornice. Original openings have paired windows with continuous segmental arch lintels and granite sills. Those on the southwest elevation contain paired 1/1 replacement windows or new doors. Windows on the façade (northeast) are more altered (Insurance plan ca. 1920). They are now square openings, with brick sills and are filled with square glass block. A concrete block exterior stove chimney rises above the roof between the third and fourth bays.

In the southwest part of the complex, the three sections of the pulp mill form a continuous rectangular block, attached to the main factory since the 1940s. Closest to the main factory, is the **paper building (#11 – Photos 44, 45 and 46; Photos 48 and 49)** with the **beater building (#11a)**

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beyond and the **storehouse (#11b)** at the far end close to the Route 1 Bypass. Converted to condominiums in the late 1990s, they are joined to the 1910 manufacturing building (#6e) on the northeast by a section of one-story warehouses built in the 1940s (#14a & 14). The one-story, warehouse structure (**#15 – Photo 50**) on the southwest end of the complex was added in the late twentieth century.

The pulp mill is constructed in the same Flemish stretcher bond brick as the rest of the complex. Like earlier sections, the walls are panel brick and the windows have segmental arched brick lintels and granite sills. The recessed brick panels are surrounded by flat brick piers and a continuous brick frieze. The tops of the rectangular panels are corbelled. Below the flat roof is a simply corbelled cornice. Walls and window openings are intact. All windows are replacements.

Height and roof form define the three sections. The **paper building (#11)** has a stepped roof, two stories in the front (southeast) and three stories in the rear. The façade consists of nine panels with a pair of windows in each. These have shared granite sills and a continuous three course, semi-elliptical segmental arch lintels. Second story windows contain new double-hung 1/1 replacement sash, with 12/12 snap-in muntins. The ground floor windows are tall and triple hung with new windows in an 8 light pattern. The central section, the **beater building (#11a)** is two stories with a saw-tooth roof. The façade is continuous from the adjacent section, but the panels are slightly wider, five of the six contain three closely spaced windows topped by brick lintels. A modern entry porch shelters a new entrance. At the southwest end of the property, the **storehouse (#11b)** is a taller, five-story structure. The seven bay façade is asymmetrical with window sizes indicating different interior uses. The southwest elevation, facing the Route 1 Bypass, is eight bays with windows in single bay recessed panels. Short double-hung and rectangular awning window openings contain replacement sash. They have segmental arch tops and granite sills like other sections. In one corner, the six story staircase opens onto the roof. On the rear (northwest) elevation facing the railroad tracks the fenestration pattern is similar to that on the façade. Multiple entries with have been inserted with short fences separating the small yards. The former railroad siding is now a driveway, separated from the parallel railroad tracks by fencing and woods.

1930-1957: Morley Company Contracts, Lease and Subdivision of Complex

Connecting the main factory and the paper building is a one-story warehouse section built in the 1940's (**#14, 14a – Photos 42 and 43**). The main portion (**#14**) was built prior to 1947. It was a shipping room and later furniture warehouse. The roof is low pitched with a slight peak. The façade is brick, the structure wood frame with vinyl siding. On the façade are two rectangular loading docks, one with metal overhead door, and the other with modern glass storefront doors. Section **#14a** originated as a narrower connecting passage to #12b. It was enlarged to its present form before 1956 (Plan 1947; Sanborn 1956). The vinyl-sided façade has a new overhead garage door and double metal doors under a simple porch.

In the northeast corner of the complex, attached to the north of the shipping room, is a **ca. 1947 garage and welding shop (#13 – Photo 11)**, built when the vocational school was established on the property. It is a two-story L-shaped wood-frame structure supported by a poured concrete foundation and now sheathed in vinyl. The roof is hipped on the east, with gables at the south and west. The fenestration patterns are original, regularly spaced with smaller second story windows, while window openings contain replacement vinyl sash with snap-in muntins. The addition of this structure altered the front corner of the factory complex, but reflected the new uses to which the building was adapted.

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Industrial use of the property came to an end by the end of the twentieth century. The interiors of many of the former factory structures have been subdivided into multiple units. Some sections were more heavily renovated than others, with all new windows and doors, as described above.

The newest section of the complex (**#15 – Photo 50**) is a warehouse type building at the southwest end, added in the late twentieth century. One story high, the façade is stucco with panels that imitate the other brick sections of the building and has segmental arched window lintels. Loading docks with metal overhead doors are located on front and rear. The southwest and rear walls are corrugated metal. This section of the complex does not presently contribute to its significance.

Comparative Evaluation

The Morley Button Factory complex is the only surviving large industrial property in Portsmouth. Only fragments of the Frank Jones Brewery remain, and the Eldredge Brewery has been entirely rebuilt. The shoe and textile factories are no longer extant.

44. National or State Register Criteria Statement of Significance:

The Morley Button Factory is eligible for the National Register of Historic Places under multiple criteria.

Criterion A: The Button Factory is eligible under Criterion A for significance in the area of industry for its role in manufacturing, industrial innovation and Portsmouth's development. This property was strongly associated with the pattern of events and historic trends of industrialization in Portsmouth. Manufacturing industries were the main component of Portsmouth's economy from the advent of steam power and arrival of the railroad in the 1840s. The late nineteenth century was a period of considerable industrial development, much of it associated with prominent local businessmen like Frank Jones. The Button Factory made played a significant role in Portsmouth's economy. Steam powered and located along the railroad tracks, the Button Factory reflected the broad patterns of local development.

The Morley Button Factory remains the only intact large-scale industrial complex in the City so is the one resource able to represent the historic context of manufacturing in Portsmouth. The Button Factory is clearly important within the context. It was one of the largest local employers and was closely tied to other local businesses through common ownership and as a supplier for the nearby shoe factory. Although now largely obsolete, during the historic period, buttons were one of the main products needed by the shoe and clothing industries. The Morley Button Factory was one of only five button manufacturers in the country. The company was significant in the founding of the button industry and in subsequent machinery inventions.

The factory was enlarged as the business grew and the product line was expanded and later evolved with changing fashions. Each new section built reflects a modification of processes within the factory complex.

Criterion B: The Morley Button Factory is also notable under Criterion B for its associations with the careers of prominent and highly influential local businessmen Frank Jones and Charles Sinclair. Jones in particular was the primary figure responsible for shaping

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Portsmouth's history during the late nineteenth century. His son-in-law Sinclair became his main business partner. None of the other factories with which they were affiliated remain intact. Additional research would be needed to further document the specific contributions made by other individuals associated with the business.

Criterion C: Portsmouth's Morley Button Factory is significant for its physical design or construction, embodying the distinctive characteristics of an industrial complex of the late nineteenth and early twentieth centuries. These included its brick construction, panel brick walls, large multi-pane windows, other awning and transom windows, monitor and saw-tooth roofs. The forms of the various parts of the complex reflect important design qualities integral to the industry, such as the large open spaces of the interior, well ventilated oven rooms and cooling rooms. Button manufacturing was a multi-task operation. The many individual steps in the process, each had with different requirements. The individual sections of the complex remain clearly visible and defined the subdivision of the complex to some degree, while the complex retains its interconnected parts reflecting the flow of the manufacturing process.

The architects of the original sections of the Button Factory have not been identified. Possibly they were the same ones employed by Frank Jones on other building projects, also unidentified. The additions to the complex from ca. 1910 on were designed by the Boston architectural and engineering firm of Densmore & LeClear. Additional research may provide details of the relationship of the Button Factory projects to their other work and its significance in their careers.

Criterion D: The Morley Button Factory has strong potential to yield additional information in the area of industrial archaeology. The intact factory complex provides an opportunity to study the historic processes of the industry. Notably, along with some blueprints and plans for the buildings, many plans and specifications survive from the in-house machine shop for new machinery, repairs and modifications. They are presently in the ownership of James Buttrick of York, Maine, owner of the early Button Factory section of the complex.

45. Period of Significance:

1892-1957 - The Morley Button Factory is significant for the continuous historic period from construction of the original section ca. 1892 through 1957, the fifty-year cutoff date for the National Register.

46. Statement of Integrity:

The Morley Button Factory possesses integrity of location, setting, association, feeling, design, workmanship and materials for its period of significance. The complex was enlarged and modified through a series of building campaigns throughout its history. The historic property does not reflect one period in time, but the evolution of the property over many years. The Morley Button Factory complex developed into one long building of numerous distinct and connected sections. These lent themselves well to subdivision and changes in use, which allowed the whole to remain standing after the Morley Company declined. The division of the complex into separate properties dates from the end of the historic period. Sections of the building now house a wide variety of uses. Some areas

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remain industrial work spaces. Overall, the property clearly conveys its industrial, factory association, despite condominium conversion.

The overall plan of the complex evolved continuously through the historic periods. It achieved its present size at the end of the period of significance with small additions ca. 1950. There have been few changes to the overall design and layout of the complex since then. All of the connected parts of the property remain extant. The sections of the factory retain their locations and relationship to each other. The long, linear layout of the complex remains. The connection between the paper buildings and the main factory was built in the 1940s at the end of the period of significance, connecting two previously separate sections. Several ancillary structures are gone, including one or two small sheds along the railroad tracks and the boiler house and chimney stack that stood in front of #3. There were also a number of small sheds and guard houses in front of the building according to historic plans. Commercial buildings along Islington do not contribute to the significance of the Button Factory and are not included in its boundaries. Northeast of Frenchman's Lane several nineteenth century houses have always been on parcels separate from the Button Factory.

Different parts of the complex retain different levels of integrity of design, materials and workmanship, due to modern renovations. Overall, and in all sections, the essential physical features needed for the property to represent its significance are clearly visible. Even those parts of the building divided into condominiums retain the ability to convey their historic industrial use.

The property retains its overall design, illustrating late nineteenth and early twentieth century industrial building styles and construction techniques. It retains the massing and spatial relationships of the interconnected sections forming a long continuous complex. The rectangular symmetrical proportions, regular fenestration patterns with many windows and brick materials are intact throughout the property. Characteristic elements of Portsmouth's late nineteenth century industrial architecture are the panel brick construction, windows with segmental brick arch lintels and granite sills. The same basic pattern was used as each new section of the complex was erected. Ornament included the brick panels, flat piers and corbelled cornice. The most significant change to the exterior of the buildings is loss of historic materials through window and door replacement in many sections. Window placement and size is intact in most sections. Snap-in or internal muntins replicate the original 6/6 patterns. Integrity of association and feeling were diminished by the removal of all the numerous chimney stacks, including boiler stacks and oven vents, which were a key element to the buildings historic function.

The setting of the Morley Button Factory complex is intact in terms of its relation to the adjacent railroad tracks. Later buildings along Islington have altered the streetscape in front of the factory. The subdivision of these lots took place at the end of the historic period, part of the division of the complex, which allowed the Morley Company to continue and the old factory to remain standing. Other changes to the setting and landscape include modern paved parking lots with curbing, recent tree plantings and street lamps. The available large open yard that historically occupied the area in front of the factory provided the needed space for parking required for modern uses.

The original **1890's** core of the Button Factory (**#1, #2, #4**) is divided up into smaller spaces with added interior walls. There have been few other modifications to the exterior, except for the later surrounding additions. The fenestration patterns and openings and historic wooden multi-pane windows remain throughout.

The **Frank Jones Electric Light Plant (#3)** retains its overall form, brick construction and evidence of the fenestration patterns. The façade is covered by a modern portico and new storefront entries

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added. The window sashes are all replacements. The boiler plant that stood in front is gone and a modern commercial building is located on Islington Street where there was historically open space.

The **Button Building (#6)** retains one clerestory window on its roof, but the rows of metal ventilators are gone. The brickwork and fenestration are intact. The windows are replacements. The central front entry was added. Oven building (#6f) retains its overall form. The monitor roof remains, but with rebuilt top. The multiple chimney stacks and ventilators are gone. Metal ventilators are intact on the roof of section #6b.

The **office and shipping** area in the northeast corner of the complex (**#7, 7a, 7b**) retains integrity, though the windows are replacement sash. The architectural details including bay window corbelling and parapet are intact and functional elements such as the elevator shaft and shipping bays. The shipping building (#7a) no longer has a saw-tooth roof. The wooden **garage/shop** addition of 1947 (**#13**) altered the northeast corner of the factory, partially obscuring the façade. However, this addition dates from the period of significance and projected out from the older wall surfaces leaving them intact. Recently this section was vinyl sided, but retained its form and fenestration patterns.

The **cooling rooms (#6e, #8)** retain a monitor roof, though it is altered. Along the side and front elevations, most of the large arched window openings remain. Some have old double-hung multi-pane sash, many are filled in, and some have doors inserted. The **1915 paint shop (#9)** is obscured by the modern addition on the front. The **paint shop** built in 1911 (**#7c**) retains little integrity other than its massing and location. It was altered by modern Mansard type roof. All windows and doors are replaced, but in original openings.

The front end of the **oven building (#12)** is altered by a new front entry. The monitor roof remains, though slightly altered. A major change was the removal of the multiple chimney stacks. The **goods-in-process-building (#12c)** retains brick walls and trim, large window openings and saw-tooth roof with clerestory windows. The **sorting room (#12b)** retains characteristic brickwork and window openings, but with new windows and in-fill. It has saw-tooth roof intact, as does **#12a**.

The southwest part of the complex, the former **paper buildings (#11, 11a and 11b)** were recently converted into condominiums. The interior was divided into multiple units. The exterior retains its original brick work, panels and corbelling, grouped window openings and masonry trim. All windows are new, with inserts replicating historic muntin patterns. On the façade two new entrances were inserted sheltered by new porticos. Windows on the northeast elevation of #11 are filled in. Otherwise the fenestration pattern is intact. The store house (#11b) retains its varied window openings. The connecting warehouse (**#14**) contributes from the very end of the historic period. The new warehouse on the southwest end (**#15**) is non-contributing.

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47. Boundary Discussion:

The Morley Button Factory National Register boundary includes all of every parcel that has portions of the historic complex on it, except for 165/8 which has a modern commercial building on Islington Street which is not included.

The Morley Button Factory complex occupies numerous parcels now under separate ownership. These are shown on two adjacent tax maps, Map 165 and Map 172. The original factory (#1), and 1890s additions #2, #4, plus 6a and 6b are now part of parcel 165/5. Sections #13, #7, 7a and 7b, and #6 occupy 165/4. #6f is 165/3. #2a, 6c, 8 and 9 are located on 172/11. The long outbuilding behind the factory is part of 172/12. 172/7 encompasses sections #5, 6e, 7c, 10, 10a and 10b, 12, 12c and 12d. 172/6 includes #12a, 12b and 14a. 172/5 contains #14 and the land in front toward Islington Street. 172/4 includes the southwestern part of the complex (#11, 1a, 11b and 15) and the land in front (southeast) and in the rear along the railroad tracks.

The northwest edge of the Morley Button Factory property is defined by the former Eastern Railroad tracks, which remain in semi-active use. The southeast side of the railroad right-of-way is also the northwest lot line of parcels 172/4, 172/12, 165/5 and 165/8 on which the Button Factory buildings are located. The southwest edge of the Button Factory property is defined by the Route 1 Bypass and by the southwest lot line of 172/4.

The southeast boundary of the Button Factory property is varied along Islington Street. Separate parcels fronting on Islington were sold off by the Morley Company beginning in the 1940s. Adjacent to the Bypass at the south corner of the Button Factory complex is a separate parcel formerly a twentieth-century commercial property, now site of new condominium housing.

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Along the southeast side of 172/7 are mid-twentieth-century commercial properties on Islington (172/8, 172/9 and 172/10). Parcel 172/4 includes a narrow right-of-way of land extending to Islington. The National Register boundary follows the front (southeast) lot line of 172/7 which extends out to Islington at the northeast corner. Islington is the southeast edge of parcels 165/3, 165/4 and 165/11. The boundary follows Frenchman's Lane to its end, then continues along the northeast edge of parcel 165/5 and then turns and parallels the front of the historic building at the rear of 165/8. The northern building in the Button Factory complex is the former Frank Jones Electric Plant (#3 and 3a), on the northwest part of 165/8. A line parallel to the front of the above building forms the boundary of the National Register eligible parcel. Parcels 165/6 and 165/7 along Islington on the northeast side of Frenchman's Lane have always been separate lots according to historic maps.

48. Bibliography and/or References:

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1943 *Chart of Organization*. Collection of Jim Buttrick, York, ME.

M.I.T.

www-tech.mit.edu/archives.

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1888-1976. Microfilm collection of Portsmouth Public Library; Ancestry.com

Portsmouth Times

1916. Collection of Portsmouth Public Library.

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Maps & Plans

ca. 1920 Insurance plan, birds-eye view of the Morley Button Manufacturing Company factory complex. Collection of Jim Buttrick, York, ME.

Densmore & LeClear Engineers & Architects

1908 Changes and Additions to Hand Finishing Room.

1910 Construction Work Sections & Elevations, *The Morley Button Manufacturing Co.*

1911 Grade Plan, *The Morley Button Manufacturing Co.* Boston: Densmore & LeClear Engineers & Architects. Collection of Jim Buttrick, York, ME

Factory Insurance Association

1947 *The Morley Co., Portsmouth, NH.* Hartford: Factory Insurance Association. Collection of Jim Buttrick, York, ME.

Rockingham County Registry of Deeds, Brentwood

1946 Plan 01318

1848 Plan 01404

1955 Plan 1404

1996 Plan 24612

Sanborn Map and Publishing Company

1892, 1898, 1904, 1910, 1920, 1939, 1956 (revised), 1970 (revised). *Portsmouth, New Hampshire.* New York: Sanborn Map and Publishing Co.

Historic Photographs

Portsmouth Athenaeum files

Interviews

James Buttrick, property owner, York, Maine, 2006.

Surveyor's Evaluation

NR listed: individual
 within district

NR eligible: individual
 within district

NR Criteria: A
 B
 C
 D
 E

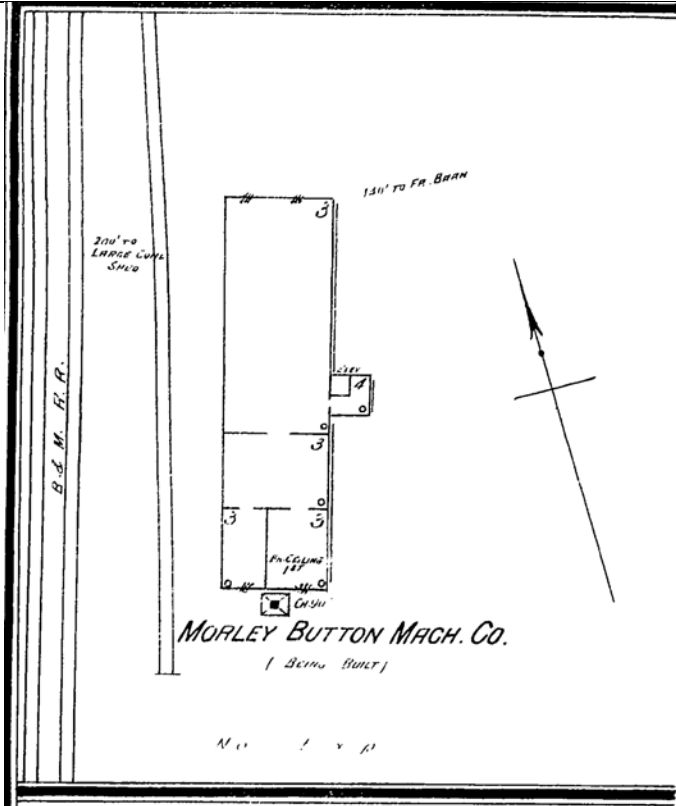
Integrity: yes
 no

not eligible
 more info needed

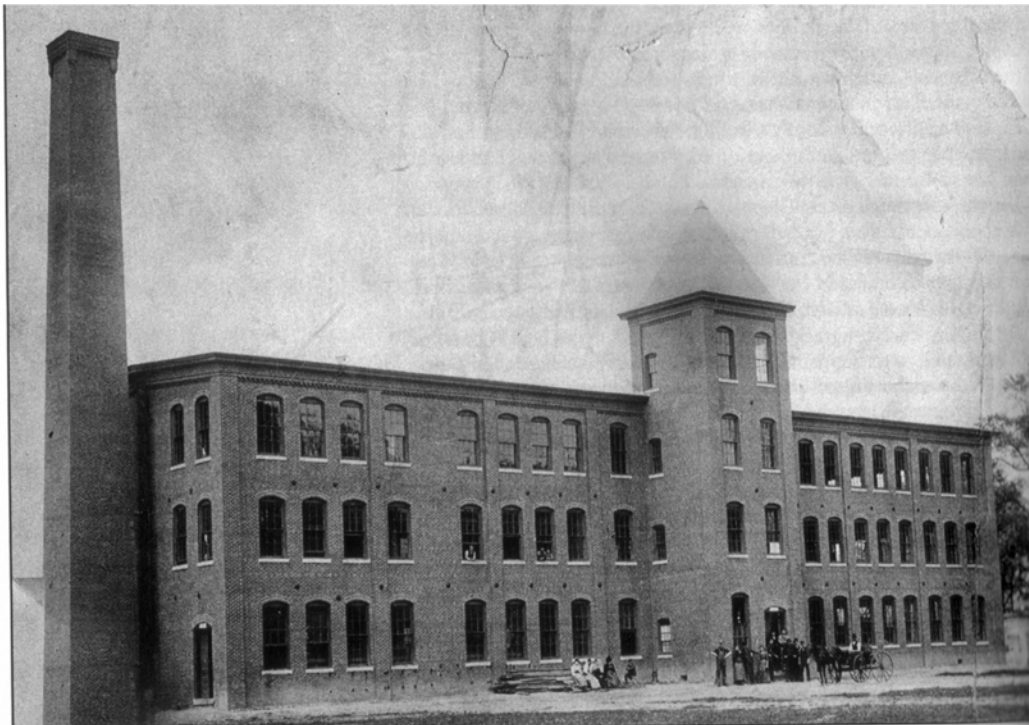
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Sanborn 1892 ("Being Built")

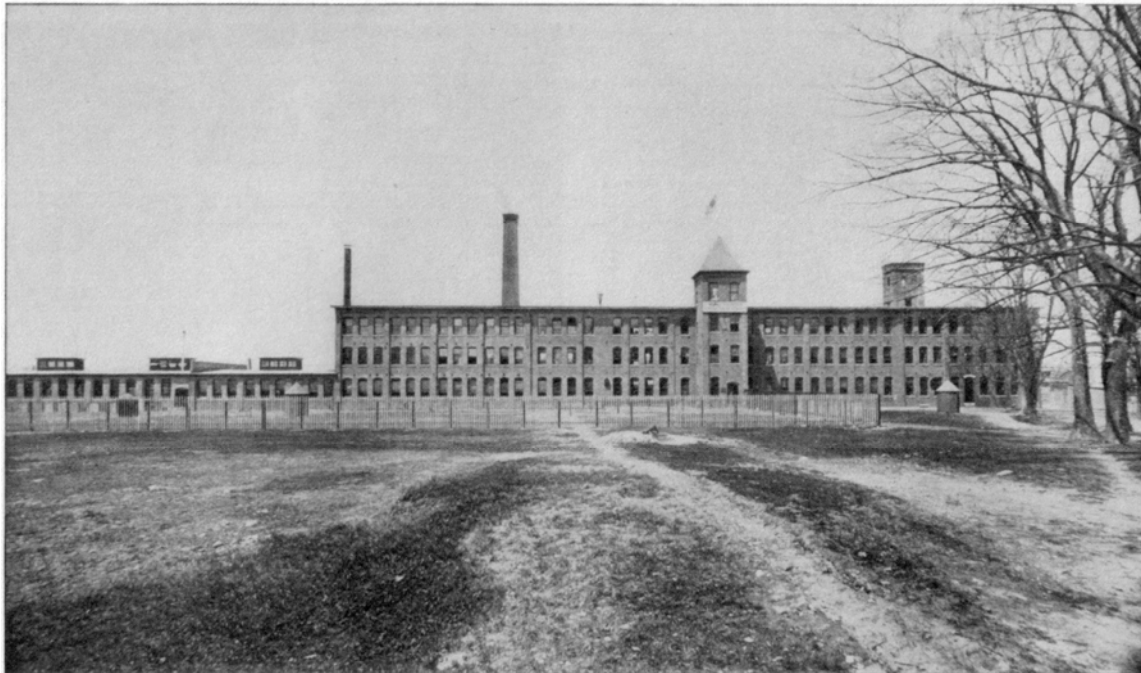


Morley Button Factory, newly built ca. 1892 (Collection of Portsmouth Athenaeum, from Candee 2006:182).

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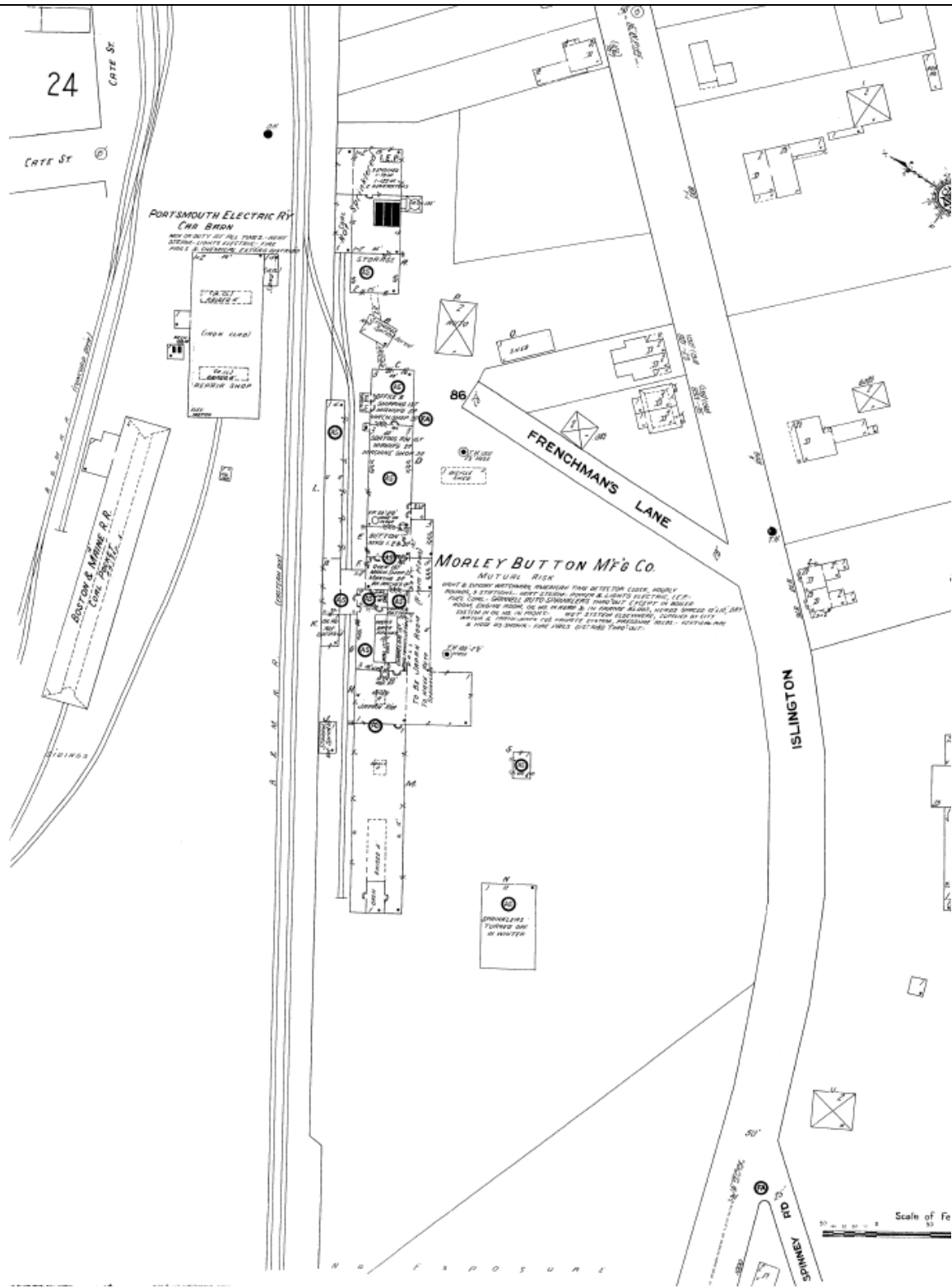
Morley Button Manufacturing Company, from Gurney 1902

Far left - 1895 japanning room (#2a), left of stack – 1895 addition (#2), center and right – original 1892 factory (#1), right end 1897 extension(#4)

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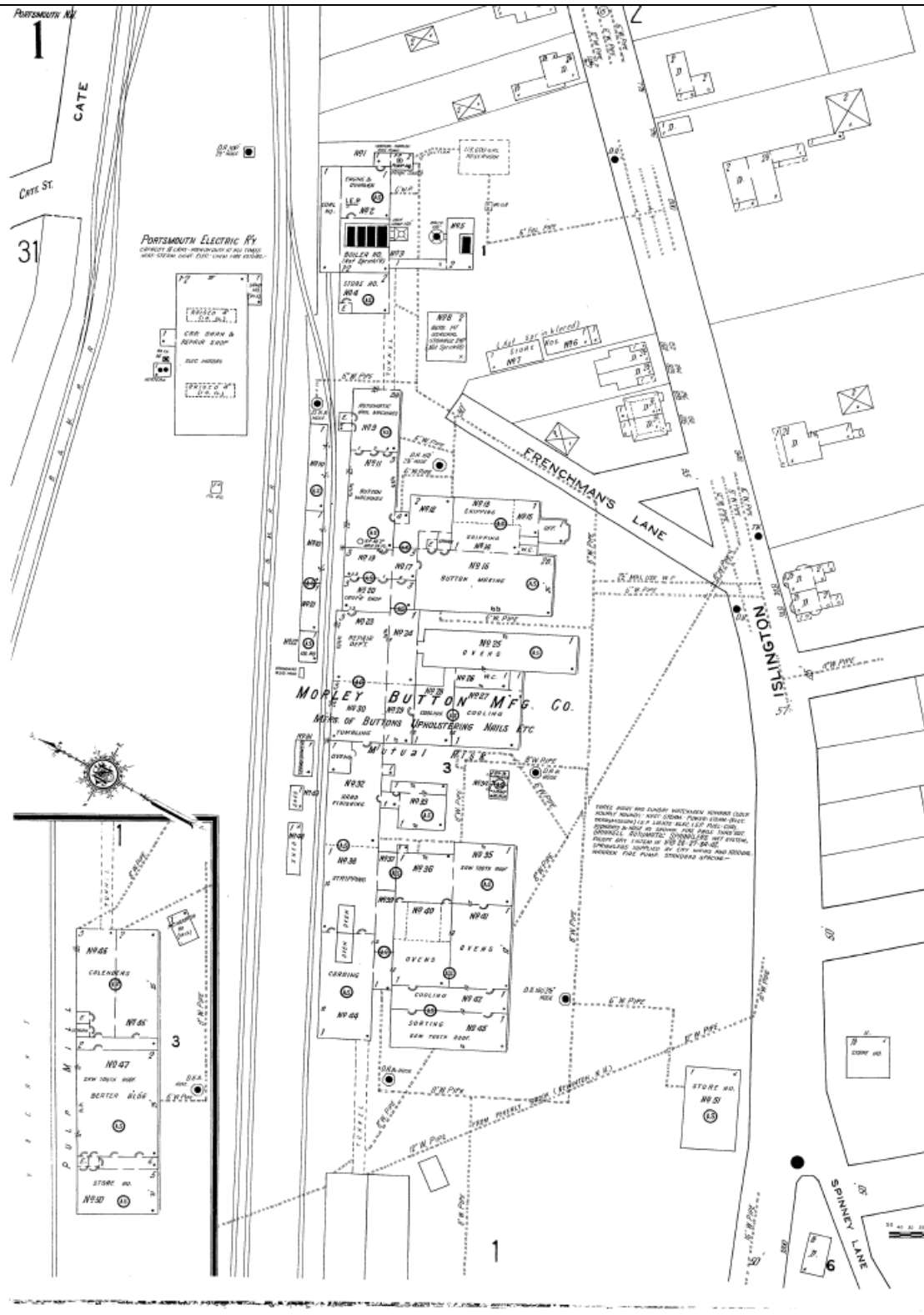


Sanborn 1910

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MORLEY BUTTON FACTORY



Sanborn 1920

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: POR0069

MORLEY BUTTON FACTORY

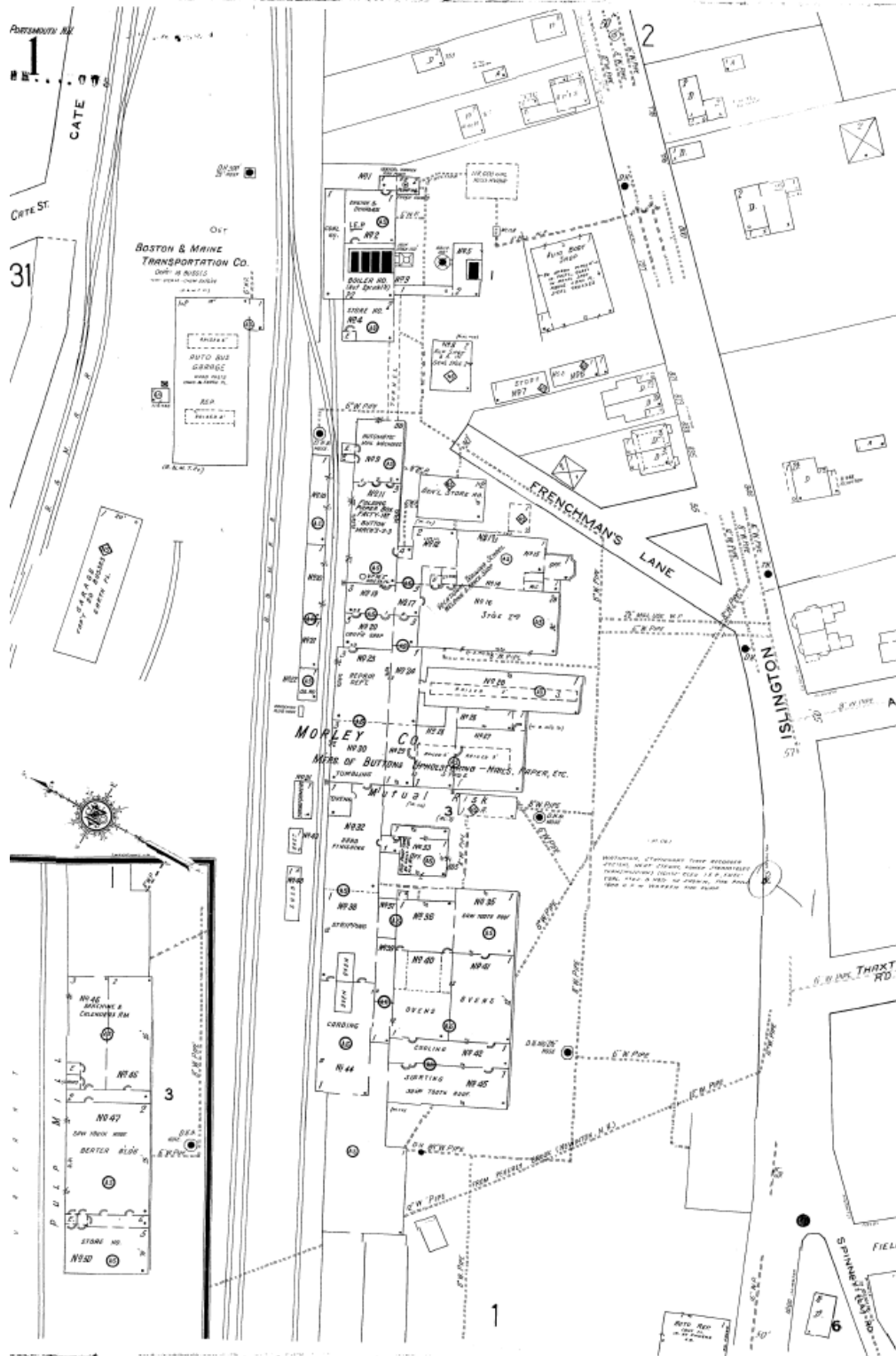


1939 Route 1 Bypass construction, rear of Morley Factory Paper Buildings (#11, 11a, 11b), facing east
(Collection of Portsmouth Athenaeum)

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Sanborn corrected to 1949

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MORLEY BUTTON FACTORY

THE MORLEY BUTTON MANUFACTURING CO.

PLANS AND DOCUMENTS – Collection of James Buttrick

undated	Button Polishing Machine	Sheet 3	unsigned	
undated	Button Polishing Machine	Sheet 4	unsigned	
undated	Button Polishing Machine	Sheet 5	unsigned	
late	plan of entire complex			
undated	Balance Wheel Friction-Assembled			
undated	Blank for #2 R-B Dandy Button		8x10	
undated	T.B Blank Fingers			GSS [graph]
	paper]			
undated	Proposed Transfer Mechanism	Top View	8x10 XV	
Plainers [sic]		Gig for Feeder Arm [sic]	#10034	
8/6/96	Tools for making Buttons	For large automatic press	unsigned, #10101	
12/11/96	Multiple Punch	Balance Wheel and Punch	#10121	
3/4/98	Fixture for holding cardboard for cutting circular basket bottoms		#10412	
3/7/98	Fixture for holding cardboard for cutting circular basket bottoms		#10414	
3/23/98	Oil Pump for P&W Screw Machine	Releasing Attachment	#10416	
8/15/98	Fixture for holding cardboard for cutting elliptical basket bottoms		#10417	
8/15/98	Fixture for holding cardboard for cutting elliptical basket bottoms		#10418	
2/16/03	Paper Tube Winding Machine	Full size drawings of parts	#10480	
4/20/03	Machine for punching box strapping	Drawing of frame	#10467	
4/22/03	Machine for punching box strapping	Full size drawings of parts	#10468	
4/24/03	Machine for punching box strapping	Full size drawings of parts	#10470	
4/23/03	Machine for punching box strapping	Full size drawings of parts	#10469	
4/28/03	Machine for punching box strapping	Full size drawings of parts	#10471	
2/11/04	Paper Tube Winding Machine	Half size drawings of parts	#10476	
2/12/04	Paper Tube Winding Machine	Half size drawings of parts	#10477	
2/15/04	Paper Tube Winding Machine	Main Frame	#10479	
2/17/04	Paper Tube Winding Machine	Drawings of parts	#10481	
7/7/08	Hand Finishing Room	Floor Plan, changes and additions	“	
6/4/10	Existing Bldg	Elevation and First Floor Plan	“	
7/23/10	1910 Addition	Change in Thickness of Foundation	“	[tissue]
7/25/10	Section of Pivot Windows		“	[tissue]
8/2/10	Addition west of tower	Elevation and section	“	
4/18/11	Addition to Hand Finishing Bldg	First Floor Plan	“	
4/18/11	Addition to Hand Finishing Bldg	Foundation Plan	“	
4/18/11	Addition to Hand Finishing Bldg	Elevation and Sections	“	
5/13/11	Shipping, Recreation, Office Bldg	Location of I's	“	[tissue]
8/2/11	Fire Service Storage Tank	Construction plan detail	Densmore & LeClair, Boston	
8/16/11	Change in Stairs		“	[tissue]
9/5/11	New Toilet, Second Floor, Recreation Bldg	Construction plan and section	“	
10/11	Factory Lot with fencing		“	
11/28/11	Iron Stairs in Tower	Construction plan	“	
1/08/12	N.E. Tel. & Tel. Co, Worcester	Beam and Strut Connection	“	[tissue]
10/1/12	Addition to Stair Tower	Construction plans and sections	“	
1916?	Complex	Electrical Distribution System	“	
1916?	Addition to Oven House & Painting Bldg?	perspective	unsigned, “576”	[tissue]
1916?	New Oven House and Painting Room?	Section and Details	“	
1916?	New Oven House and Painting Room?	First Floor Plan	“	
1916?	New Oven House and Painting Room?	Plan at Monitor Level	“	
1/5/16	Complex	Drains Block Plan	“	[blue]
4/27/16	New Oven House and Painting Room	Roof Framing Plan	“	

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4/27/16	New Oven House and Painting Room	Construction Roof Plan	“	
7/12/16	New Oven House and Painting Room	Piping Basement Plan	“	
7/12/16	New Oven House and Painting Room	Detail of Oven Piping	“	
7/12/16	New Oven House and Painting Room	Piping First Floor Plan	“	
7/27/16	New Oven House and Painting Room	Oven Ventilation Plan and Sections	“	
7/28/16	New Oven House and Painting Room	Section	“	
11/20/16	Cooling Room, Sorting & Packing Room	Section	Densmore & LeClair	[tissue]
11/27/16	Addition to Oven House & Painting Bldg	First Floor Framing	“	
1/5/17	Addition to Oven House & Painting Bldg	First Floor Plan	“	
1/5/17	Addition to Oven House & Painting Bldg	Roof Plan	“	
1/11/17	Addition to Oven House & Painting Bldg	New Water Pipes	“	
1/17/17	Addition to Oven House & Painting Bldg	Basement Plan	“	
1917?	Ventilation For Oven Room		“	[tissue]
6/25/17	Ventilation of Oven Room		“	[tissue]
1917?	Roof Detail	Section	“	[tissue]
6/27/17	New Women's Toilet & Screen Wash Room	Floor and Roof Plans	“	[blue]
1917?	New Women's Toilet?		“	[tissue]
1917?	New Women's Toilet		“	[tissue]
1917?	New Women's Toilet & Screen Wash Room	Floor and Roof Plan	“	[tissue]
6/27/17	New Women's Toilet & Screen Wash Room	Longitudinal Section	“	
1917?	New Toilet and Dressing Room	Schemes 1 and 2	unsigned	[tissue]
1917?	Plan Showing Track Owned by Morley	shows proposed boiler house	unsigned	
7/3/17	New Boiler House	Section		
7/3/17	New Boiler House	East Elevation		
7/3/17	New Boiler House	South Elevation		
7/16/17	New Boiler House	West Elevation		
7/16/17	New Boiler House	North Elevation		
7/16/17	New Boiler House	Structural Plans	Densmore & LeClair	
7/16/17	New Boiler House	Ground Floor Plan	“	
7/16/17	New Boiler House	Chimney Footings & Passageway Details		
8/23/17	Smoke Flue	Plan and Elevation		
9/16/17	New Rail Supports in Coal Bunker	Plan and Elevation	Densmore & LeClair	
9/16/17	New Rail Supports in Coal Bunker	Plan and Elevation [2]	“	
11/12/17	New Rail Supports in Coal Bunker	Plan and Elevation	“	
11/22/17	New Rail Reinforcement in Coal Bunker	Plan and Elevation	“	
5/12/22	Underground Water Service		“	
6/21/22	Sewers and Drainage		CMG	[blue, 2]
6/21/22	Sewers & Drainage	Plan of complex	“	
4/13/23	Grate Bar	Full size drawing	unsigned	
11/5/23	Fire Protection Plan of complex		CMG	
5/5/25	Reversing Clamp	Full size drawing	CMG	
7/9/25	Reversing Clamp	Full size drawing	CMG	
unknown	plan of complex detailing functions of spaces and ages of bldgs		unsigned	
12/18/40	21 A.M. SRE Tufting Button	Top View	WJB	
1/9/41	21-C Tufting Button	Section	WJB [2]	
2/5/41	21 SRE Tufting Button	Section	WJB Approval by Mathewson Machine Works	
2/5/41	Retaining Disc for Tufting Button Mach		WJB	
2/11/41	Gage Plate for Tufting Button Gaging Mach.		WJB, Checked by Wm J. Pearce [3]	
2/24/41	Gages for 21 SRE Button	Gages with Tolerances	WJB	
5/15/41	22 S Tufting Button	Section	WJB [4]	
6/18/41	Gages for Finished 21 SRE Button	Gages with Tolerances	WJB [3]	

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6/27/41	22 S Tufting Button	Section	WJB
7/29/41	Gage Plate for Tufting Button Gaging Mach.		IHN [2]
10/20/42	Proposed Office Arrangement	Plan	unsigned
10/24/42	Compressor Piping		George L. Chapman
10/29/42	221 R Tufting Button	Section	Main
10/30/42	221 N Tufting Button	Section	Main
10/30/42	221 S Tufting Button	Section	Main
10/30/42	222 S Tufting Button	Section	Main
11/3/42	21 F Tufting Button	Detail	Main
11/6/42	21 C Tufting Button	Detail	Main
11/10/42	Over Gaiter 22 Shore Button		GC
11/10/42	19 Flat Top Gaiter	Material .15 Fibre Board	GC
11/10/42	222 Gaiter Button		GC
11/10/42	Perfection Nail #20		GC
11/12/42	Perfection Nail #18		GC
11/12/42	#18 Ligne Stay Button		JAT
10/5/43	Tufting Button Machine	Bracket for Wire Feed Lever	H. Kolip
10/13/43	Tufting Button Machine	Wire Feed Lever Box	H. Kolip
10/15/43	Tufting Button Machine	Feeder Block	H. Kolip
11/8/43	Chart of Organization, Morley Co.		
11/8/43	Tufting Button Machine	Roller for Wire Feed Cam	HK
11/10/43	Tufting Button Machine	Stud for Cam Lever	HK
12/1/43	Tufting Button Machine	Retainer for Straightener	HK
12/7/43	Tufting Button Machine	Backing Screw for Die Plate	HK
12/8/43	Tufting Button Machine	Adjusting Screw for Wire Feed	HK
1/24/44	Tufting Button Machine	Moving Dies	HK
1/25/44	Tufting Button Machine	Dead Die	HK [2]
1/25/44	Tufting Button Machine	Moving Dies	HK
8/8/44	Tufting Button	Style H	HK
8/8/44	Tufting Button		HK
8/8/44	Tufting Button	Style S	HK
8/10/44	Tufting Button		HK
8/10/44	Tufting Button	Style R	HK
1/24/45	Tufting Button Machine	Experimental Moving Dies	HK
1/24/45	Tufting Button Machine	Experimental Dead Die	HK
1/24/45	Tufting Button Machine	Experimental Moving Dies	HK
2/2/45	Tufting Button Machine	Universal Gauge for R Buttons	HK
2/2/45	Tufting Button Machine	Universal Gauge for R Buttons[2]	HK
2/2/45	Tufting Button Machine	Special R Button	HK
2/3/45	Tufting Button Machine	Gauge for R Button	HK
2/6/45	Tufting Button Machine	Gauge for Tufting Blanks	HK
2/12/45	Proposed Wire Feed	Side View	HK
2/12/45	Proposed Wire Feed	Top View	HK
2/14/45	Tufting Button Machine	Proposed R Button	HK
2/22/45	Tufting Button Machine	Three Piece Metal Tufting Button	HK
2/22/45	Tufting Button Machine	Special R Button	HK
2/24/45	Tufting Button Machine	Rocker Mechanism	HK
2/24/45	Tufting Button Machine	Header and Finger Mechanism	HK
3/1/45	Tufting Button Machine	Fixture for Grinding Profile	HK [2]
3/14/45	United Tufting Button		HK
3/14/45	United Tufting Fibre Button		CTH
3/28/45	Tufting Button Machine	Moving Dies for Special R Button	HK
3/28/45	Tufting Button Machine	Dead Die for Special R Button	HK
3/29/45	Tufting Button Machine	Header	HK
9/8/45	Tufting Button Machine	Dead Die for Tufting Button	HK
9/8/45	Tufting Button Machine	Moving Dies for Tufting Button	HK

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9/8/45	Tufting Button Machine	Hook-Eye Tufting Button	HK
12/6/45	Tufting Button Machine	New Alligator Carrier	GC
12/28/45	Tufting Button Machine	Special Retainer	HK
12/28/45	Tufting Button Machine	Backing Pin for Die Plate	HK
1/2/46	Tufting Button Machine	Re-inforced Moving Dies	HK
1/2/46	Tufting Button Machine	Wire Tube with Carbide Insert	GC
1/7/46	Tufting Button Machine	Moving Swedge Box	HK
1/7/45	Tufting Button Machine	Swedging Die Tips	HK
1/7/46	Tufting Button Machine	Swedge Carrier	HK
1/7/46	Tufting Button Machine	Swedging Dies	HK
1/8/46	Tufting Button Machine	Milling Fixture for Swedges	HK
1/9/46	Tufting Button Machine	Experimental Dead Swedge	HK
1/9/46	Tufting Button Machine	Gauge for Raw "E" Buttons	HK
1/17/46	22 Ligne Die		GC
1/18/46	24 Ligne Die		GC
1/22/46	Universal Gauge	Part 1	GC
1/22/46	Tufting Button Machine	Part 3 & 4 Universal Gauge	GC
1/22/46	Tufting Button Machine	Part 5 Universal Gauge	GC
1/22/46	Tufting Button Machine	Part 2 Universal Gauge for R Buttons	GC
1/22/46	Tufting Button Machine	Assy Drawing Universal Gauge	GC
2/21/46	Tufting Button Machine	Pocket & Eye Pin of Dead Die	HK [2]
2/21/46	Tufting Button Machine	Pockets of Moving Dies	HK
2/25/46	Tufting Button Machine	Pocket & Eye Pin of Dead Die	GC
2/25/46	Tufting Button Machine	Pockets of Moving Dies	GC
2/27/46	Tufting Button Machine	Special Swedges & Cam	
2/27/46	Tufting Button Machine	Proposed Methods	HK
3/27/46	Tufting Button Machine	Cutter for Header Cavity, "R"	HK
4/17/46	Tufting Button Machine	Dead /Die for Hook-Eye	GC
4/17/46	Tufting Button Machine	Moving Dies for Button "W"	GC
4/17/46	Tufting Button Machine	Dead Die for Hook-Eye "W"	GC
4/19/46	Tufting Button Machine	Hook Eye Tufting Button W	GC
4/19/46	Tufting Button Machine	Hook Eye Tufting Button W	GC
5/2/46	Milling Fixture	Wedge	GC
5/2/46	Milling Fixture	Wedge	GC
5/2/46	Milling Fixture	Clamp	GC
5/31/46	Re: Improvements		HK
5/31/46	Cutters for Moving Dies	Re: Improvements	HK
5/31/46		Re: Improvements	HK
5/31/46	Wire Feed Mechanism	Top View	HK
5/31/46	Front View of Cut-Off Mechanism		HK
6/1/46	Tufting Button Machine	Pocket & Pin of Dead Die	GC
6/1/46	Tufting Button Machine	Pockets of Moving Dies	GC
6/1/46	Dead and Moving Dies	Cutters	GC
6/1/46	Proposed Wire Feed	Re: Improvements	HK
6/3/46	Wedge for Milling Fixture		GC
6/3/46	Milling Fixture	Wedge for "S" Dies	GC
6/7/46	Tufting Button Machine	Spreader Swedge	GC
6/7/46	First Wire Forming Die		
6/7/46	Second Wire Forming Die		HK
6/10/46	Proposed Blank Hopper on Tufting Button Machine		HK
6/10/46	Swedges		HK
6/12/46	Proposed Blank Transfer on Tufting Button Machine		HK
6/13/46	Finger Bar Mechanism and Header Block		HK
6/19/46	Re: Manual		HK
6/21/46	Gauge to Point Up Moving Dies for R Buttons		HK
6/21/46	Re: Manual		HK

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6/22/46	Re: Manual		HK
6/28/46	Buttons		
6/28/46	Buttons		
7/23/46	Milling Fixture for Dies	Clamp for "S" Dies	GC
7/23/46	Milling Fixture for Dies	Clamp for "R" Dies	GC
7/23/46	Milling Fixture for Dies	Clamp Slide	GC
7/23/46	Milling Fixture for Dies	Clamp for Fixture	GC
9/4/46	Tufting Button Machine	Pockets of Moving Dies	GC
9/4/46	Tufting Button Machine	Pocket & End Pin of Dead Die	GC
12/13/46	Tufting Button Machine	Special Milling Cutter	JAT
12/14/45	Tufting Button Machine	Washer Plate	HK
3/3/47	Wire Feed Lever		WFT
7/31/47	Current property owners	Plan and Elevation	Factory Insurance Association
8/19/55		Chamfer Both Ends	MW
9/5/55		Chamfer Slight L Both Ends	MW
9/5/55		1,000 Ream	MW