

MHC Reconnaissance Survey Town Report

AMHERST

Report Date: 1982

Associated Regional Report: Connecticut Valley

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

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

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

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

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MHC RECONNAISSANCE SURVEY REPORT

DATE: April, 1982

COMMUNITY: Amherst

I. TOPOGRAPHY

Amherst is characterized by a variable terrain. The majority of the town consists of moderate, rolling uplands with elevations generally ranging between 200-600 feet above sea level. However, the rugged Holyoke Range, which extends between Hadley and Amherst, dominates the southernmost portion of town with elevations reaching as high as 833 feet (Mt. Northottuck). Historically, this range has impeded direct contact between Amherst and communities to the south. Large tracts of lowlands occur in northeastern Amherst and the lower portion of the eastern half of town. Much of the latter area is composed of marshland. Two small-moderate sized rivers run through northern and central Amherst and also flows into the Connecticut. Local freshwater bodies are limited to several small natural and manmade ponds.

II. POLITICAL BOUNDARIES:

Originally included as part of Hadley Plantation in 1661 with northern boundary at Swampfield (Sunderland-Leverett) established in 1673. Surveyed as Outward Commons division in 1703 with eastern boundary at Equivalent Lands (Belchertown-Pelham) established in 1713. Formed as East Hadley precinct in 1734, incorporated as Amherst district in 1759 and as a town in 1775, with southern boundary at crest of Mount Holyoke Range (Granby). Northwest section annexed from Hadley in 1814.

III. HISTORIC OVERVIEW

Important college center and suburban town on primary western corridor between Worcester and Northampton. Located on the edge of central uplands and Connecticut River Valley with native site potential suspected along Mill River and Amherst College Hill. Early corridor of travel on Bay Road from Brookfield to Hadley during Plantation Period along base of Mount Holyoke Range. Settled during early 18th century from Hadley as agricultural district with common division highways intact as primary north-south axis on Pleasant and East Streets. Meetinghouse center established on College Hill by mid-18th century with a few well-preserved houses of Georgian style in Amherst center and some Colonial cottages on outlying roads, including example from Quabbin towns. Primary economic growth during Federal period with formation of distinct village centers. Craft production of palm-leaf hats in North Amherst along Mill River power sites in Factory Hollow and local agricultural district at South Amherst common, each center with landmark Neo-Classical church and well-preserved brick houses of stylish design, including notable set along Bay Road and Route 63. Significant development of Amherst Center during early 19th century with establishment of Amherst College, including preservation of original Federal brick dormitories and early Greek Revival chapel on College Hill. Continued development of Amherst Center with railroad connections

during Early Industrial period creating depot district along Main Street axis to East Village with survival of original station and Greek Revival church of eccentric design. Commercial district formed around Amherst common with Victorian brick business blocks completely intact on North Pleasant Street. Affluent suburban district extended along Main Street to depot with survival of several impressive Italianate and Mansard houses and landmark stone church of innovative Gothic design. Secondary residential area developed on North Prospect Street from business district with modest houses of mid-19th century style. Amherst College continued expansion with Professor's Row on South Pleasant Street and specialized buildings within campus, including early octagon observatory on Meetinghouse Hill and Victorian Gothic chapel.

Expansion of educational facilities continued during Late Industrial period with establishment of Massachusetts Agricultural College (U Mass) on North Pleasant Street after Civil War, marked by Romanesque stone chapel as only surviving element of original campus buildings. Business district around Amherst common further defined during late 19th century with commercial blocks and landmark town hall of Richardsonian style. Development of both Amherst and Massachusetts college campuses continued through early 20th century with numerous brick buildings of Beaux Arts and Georgian Revival style, including gymnasium at U Mass and college inn at Amherst Common. Residential districts gradually expanded along primary arteries from town center with use of Colonial Revival and some Strouck Craftsman designs, including fraternity row of impressive houses on Northampton Street. Suburban development continued through Early Modern period, with status district in South Amherst of Federal Revival houses and late example of Frank Lloyd Wright.

Present development pressure most evident along Route 9 corridor to Belchertown and along Route 116 from U Mass campus to North Amherst, each with intense commercial activity and expanding cluster apartment construction. Expansive suburban development evident along all secondary roads from town center to South Amherst and Flat Hills gradually eroding remaining agricultural landscape. Business district around Amherst common now expanding into adjacent residential district of North Prospect Street, seriously impacting surviving suburban houses, while local traffic flow on Main Street axis to East Village likewise affecting stability of historic period fabric. Early college buildings with U Mass campus appear isolated and potentially threatened by expansion, while similar pressure appears evident on secondary buildings around Amherst College. Outlying village centers retain remarkable integrity despite suburban development, most notably, South Amherst common, although East Village and North Amherst now suffer from commercial intrusion on traffic arteries.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Primary corridor from central uplands to Connecticut River with east-west trail documented as Bay Road along base of Mount Holyoke (Sylvester, 1879, I, p. 237). Connecting north-south trail

apparently followed from Bay Road to Mill River roadway as Southeast-Shays-Pleasant Streets (route 116) along hill crest of Mt. Pollu-Mt. Cator to Amherst College Hill. Secondary east-west trail to highlands is conjectured along Mill River as Meadow St., Market Hill Road, and as Pelham Road along Amherst Brook. Trail north from Mill River fordway apparently followed axis of Route 63 (Sunderland), with connecting path through Mount Holyoke Notch reported as axis of Route 116 (Granby Bicentennial, 1968, p.24).

B. Settlement Patterns:

There were no reported Contact Period sites in Amherst. One native site with probable Early Middle Woodland components was located in North Amherst adjacent to the Mill River, while two undated native sites were present near Mill Valley along the Fort River. Native period settlement most likely consisted of small moderate sized camps established primarily on the low-lands of North Amherst and central Amherst. These sites were particularly attractive due to the presence of good agricultural land and waterways (Mill and Fort rivers, respectively). Additional period occupation may have taken place in the gentle uplands of South Amherst.

C. Subsistence Patterns:

The Amherst area had a moderate amount of agricultural land suitable for native horticulture including the lowlands in the vicinity of North Amherst between East Village and Lawrence Swamp and the gentle uplands to South Amherst. The fort and Mill Rivers and their tributaries would have been likely locations for native fishing. Native hunting probably focused on the Flat Hills, the Holyoke Range and Lawrence Swamp.

D. Observations:

Native settlement during the Contact Period probably was moderate since Amherst was situated immediately east of the rich, agricultural land and native population center of Hadley. The Amherst area likely was utilized by the Hadley (Northwottuck) natives as a secondary agricultural site. The area's archaeological sensitivity is fair to good, primarily in northwestern Amherst and the lowlands and gentle uplands between East Village and the Holyoke Range and west of South Amherst, respectively.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes:

Primary east-west trail between Hadley and Brookfield improved as Bay Road to Boston (Sylvester, 1879, I, p, 237) with connecting north-south path along Southeast-Shays-Pleasant Streets to Mill River (North Amherst) and Sunderland.

B. Population:

Amherst probably had a small to moderate native population. The area lacked a permanent colonial population until the early 18th century.

C. Settlement Patterns:

Native settlement patterns probably remained basically the same as those suggested for the Contact Period.

D. Economic Base:

Native horticulture and hunting probably continued to be undertaken in the Amherst area. Colonial residents of Hadley utilized this area for livestock grazing land until the early 18th century.

E. Observations:

Amherst functioned as a resource area for the colonial settlement of Hadley. A considerable amount of overland traffic passed through the area due to Amherst's location on regional corridor (Bay Path).

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Survey of Hadley Outward Commons (1703) established primary north-south rangeways as South Pleasant-East Pleasant Streets and Middle-Southeast-Northeast Streets to Flat Hill Road. Location of East Hadley meetinghouse (1740) created radial highway system from Amherst town center. Primary east-west highway to Hadley and Pelham defined as Main Street with connecting route to Belchertown as Route 9. Other period highways included Hadley Mill Lane, Pomeroy, and Station Roads as east-west rangeways.

B. Population:

It is doubtful Amherst had a native population during the Colonial Period. The earliest figure for the area's colonial population appears to be a list of Amherst's landholders (18) in 1731. By 1765, Amherst consisted of 96 dwelling houses, 104 families and 645 residential 6 of whom were black. Population had increased to 916 inhabitants in 1776. The majority of the settlers were former Hadley, Northampton and Hatfield residents.

C. Settlement Patterns:

Local tradition claims the town's first colonial settler was a Mr. Foote who in 1703 built a "shanty" in the "east part of town" slightly north of the junction of Northeast Street and Pelham Road (Holland 1855:II, 165). However, he remained only a short time. Establishment of a permanent colonial settlement occurred in c. 1728 with the appearance of a number of settlers from the river towns cited above. Period settlement took place primarily along the town common division highways (Pleasant Street/West Street, Flat Hills Road/Northeast/Southeast Streets). Somewhat less settlement occurred along the northern third of Route 116 (between Amherst/Sunderland line and village of Amherst), Main Street/Pelham Road and the Bay Road. By the mid-18th century, a civic and commercial center had developed in the general vicinity of the

junction of Main Street and Route 116. Amherst's first meetinghouse was built (initiated 1740, completed 1752) slightly south of this junction while two inns were established near the meetinghouse in the late 1750's. The town's first school house was erected in the same area in 1766.

D. Economic Base:

Agriculture was the primary pursuit of local residents. Major crops included hay, grain and apples (cider). By 1771, Amherst farmers had considerably more pasture land than the mothertown of Hadley (Carpenter and Waterhouse 1896:74). Regular trade was carried on with Boston. Local products such as grain, meat and potash were sent out in exchange for tea, coffee, rum, molasses and ceramics (Ibid: 59, 75). Local industry was limited during the Colonial period. The majority of the operations were established on the Mill and Fort rivers. In the early 1740's, Nathaniel Kellogg erected a sawmill and grist mill on the former river. Ephraim Kellogg initiated operation of a third mill (grist) on the Mill River probably in the 1740's. A mill was established on the Fort River prior to 1748. By 1771, Amherst industry consisted of "2 grist mills, 3 sawmills, 2 potash works and 14 shops" (Carpenter and Waterhouse 1896:74).

E. Architecture:

Residential: Approximately a dozen Colonial period houses and a smaller number of cottages have survived in Amherst. The earliest of these is the Boltwood-Stockbridge House, dated 1728, now the University of Massachusetts Faculty Club. This is a two-story center chimney structure with a five bay facade and integral lean-to. Most other period structures surviving date from the 1740's and 1750's. Among these are several notably early center hall plan houses, including the Kellogg House (1758) and the Noah Dickinson House (1754); the Kellogg House is also of note for its fully developed double pile floor plan. The use of the gambrel roof appears to have been fairly common in the period, as several houses and cottages adopting that form survive. These include the Strong House (1748), a center chimney plan structure with a gambrel roof, dormers and a projecting entrance portico with pediment; the latter two characteristic Georgian details seem also to have been used with comparative frequency in Amherst. Another feature noted in Amherst was the use of shallow end gable and second story overhangs. Dormers, gambrel roofs, overhangings, and entrance surrounds with pediments were also employed on cottages in Amherst. However, the small number of cottages surviving probably misrepresents the number actually built in the period: it is likely that many of the small farmsteads which existed in the period incorporated cottages rather than two-story houses. Period structures were observed at Amherst Center on Amity and Main Streets, on Northeast and Southeast Streets and on Bay Road; the Simon Smith House (1772) on Bay Road, a center chimney structure with integral lean-to, has the appearance of a much earlier structure.

Institutional: The first meetinghouse of the Third Precinct of Hadley (now Amherst) was built in 1735; a 45 x 35 foot structure, it was not completed until 1752. The meetinghouse is known to have

been built of spruce shingles. The first school house known to have been built in Amherst was the East Hadley School of 1764.

Commercial: the only extant commercial structure of the period is the Baggs-Dickerson Tavern, a double chimney (center hall) plan structure with integral lean-to, on Southeast Street.

F. Observations:

Amherst's location on a regionally important east-west (Bay Path) route provided the town with direct access to the Boston area market. Although an agricultural community, the town had enough mills to process farm and timber products for local consumption and export. By the end of the Colonial period, Amherst had outstripped the mother town of Hadley in population and several aspects of agricultural production. A large portion of the settlement's streetscape remains intact along with a number of pre-1775 structures situated within the original town center.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Primary east-west axis relocated from Bay Road to Amherst Center as Belchertown-Main Street (Route 9). Development of North Amherst Mill site (1782) included connecting highways to Factory Hollow. Development of Amherst College (1821) established College Street as east-west axis to Main Street through town center.

B. Population:

Amherst in the Federal Period had the fourth highest rate of growth in the country after Ware, Northampton and Plainfield. Between 1790 and 1830 the town's population climbed 113.3 percent to 2631 in the latter year. Eighty percent of this growth occurred in the final town decades, 1810-1830 is more than double that of any other Hampshire town (except for the mill town, Ware), though he provides no suitable explanation for this dramatic rise.

C. Settlement Pattern:

Civic and commercial focus remained at Amherst Center with relocation of meetinghouse to Main Street Common (c. 1820). Establishment of Amherst College (1821) on original meetinghouse hill created secondary focus of activity along Pleasant Street axis. Economic activity developed along Mill River at Factory Hollow with meetinghouse at North Amherst on Meadow Street (1826). Local center also developed at South Amherst with meetinghouse on Middle Street (1828). Agriculture continued as primary activity with farmsteads along Bay Road and Pleasant Street.

D. Economic Base:

Amherst's topography and moderate waterpower made it one of the most active of the "non-industrial" towns (vs. Ware, Westfield, Northampton) in the county. The Mill River at North Amherst became

the site of early small paper and textile mills, while in South and East Amherst small turning mills and hat shops in the 20's became the basis for a strong and diversified industrial base in the succeeding period.

Probably under the influence of high prices engendered by the Embargo, in 1808 Daniel Rowe's 1795 paper mill was acquired by Reuben Roberts of Hartford, CT. beginning nearly a century of Roberts paper-making in Amherst. The following year Ebenezer Dickinson began a yarn mill, taken over in 1814 by the Amherst Cotton Factory Company. (The long list of food stuffs enumerated in 1832 for this company suggests, Taylor writes, its use of the Amherst Cotton Factory - subject to "losses and misfortune, having never made a dividend until within the past year (1831)." Joseph Lyman wrote in 1832:

"its only good fruits have been in rearing and sustaining an intelligent and moral population of sixty-six souls, whole will not suffer by comparison with any village where the pursuits are similar...."

Turning shops and the beginning of the joiners tool industry appear to have begun about 1827 in South Amherst in what, in the 1850's, was called Nuttingville. One of the earliest was probably that of Eli Dickinson, who was producing wooden faucets under a patented process. Most of his market was in Baltimore. Dickinson and his neighbors attracted other makers from the Connecticut Valley. By 1837 the making of joiners tools employed ten men.

The earliest carriage maker in the area was reputedly Mason Abbey by 1808, though he moved to Belchertown the following year. Belchertown's carriage industry by the late 40's and 50's would outdistance all others in the state, but in the late 1820's and 1830's, Amherst industry was most widely known, largely as a result of the Pelham Road factory of Lyman Knowles, begun in 1826. By 1832 Knowles has the largest recorded industry in town, producing carriages valued at \$30,000. (Belchertown in that year reported a value of \$28,000 in wagons and fire engines).

Brickmaking in Amherst had begun at least as early as 1818, providing a supply of building material for Amherst College and other local buildings. The industry, at various locations, survived for over a century.

E. Architecture:

Residential: At least two dozen Federal houses survive across the town. Among these are a number of substantial brick houses: brick seems to have been used in the town with fair frequency after 1815. The most commonly employed house type was the center hall plan with twin rearwall chimneys: approximately half of the Federal period houses recorded in the inventory adopted this regionally rare plan type. Most other houses incorporated center hall plans through the use of either end or double chimneys; center chimney plan Federal houses were built only in small numbers. Conservative Georgian

details such as gambrel roofs and segmental pediments continued, however, to be used in the 1780's and 1790's . The Gaylord House (1782) on Mill Lane exemplifies this: a large, three-story house, it retains the bulky proportions and gambrel roof of the earlier style. At least on other gambrel roof house of the 1780's is know. In general, however, Amherst's Federal houses are brick and frame structures on Market Hill Road (Cushman), Southeast Road (East Village and South Amherst), Bay Road at the Belchertown line, West Street at Pomeroy Lane (North Amherst), and at the town center. These include at least one double chimney house with a rare attic monitor on West Street. Cottages have not survived in any numbers and may not have been a significant house type for the period: a few center chimney examples were noted on North /Southeast Streets, on Bay Road and in the northern half of town. Of note is a two-story gambrel roof interior chimney tenement, three bays wide by nine bays long, dated c. 1856 but probably constructed c. 1825.

Institutional: The major institutional event of the period was the establishment of Amherst College. Organized as Amherst Academy in 1814, Amherst expanded to college status by 1821. The original campus, consisting of North (1822) and South (1821) Colleges and Johnson Chapel (1826), is considered a landmark in early campus planning and Greek Revival architecture. The group is composed of town four-story brick hip roofed building flanking the center chapel, a brick two-story Greek Revival building with Doric portico and two-stage square cupola.

Isaac Damon was consulted in the design. In addition to construction at Amherst College, the villages of North Amherst, East Village and South Amherst all achieved sufficient independence to warrant establishment of separate parishes. The earliest of these was the East (Village) Parish, organized in 1783. The South Parish organize in 1824 with the North Parish established in 1826. The original meetinghouses of the latter two parishes still stand. Both are two-and-a-half story Federal style structures with shallow two-story entrance porches and three-stage steeples. The North Amherst church was built by Captain Winthrop Clapp of Montague, while the South Church took as its model the Greenwich Congregational Church inundated by Quabbin Reservoir. In addition to these churches, the first Congregational Church at Amherst Center was replace twice, once in 1788 and then again in 1829, when the building now known as College Hall was constructed. That building is a very well-detailed brick Greek Revival structure with a monumental Doric portico (restored 1905) and a large domed octagonal cupola with colonettes. In 1825, the interior was remodelled by McKeon, Mead and White. Another Greek Revival building of outstanding quality was the Mount Pleasant Classical Institute (1826). The building exhibited a complex plan with a central three-story block with a projecting temple front pavilion flanked by two-story wings and connecting hyphens with verandas. The building apparently did not survive to the 20th century.

Commercial: The only commercial building known to survive is the Bridgeman Tavern (c. 1822), a hip roof twin rearwall chimney brick structure on Bay Road.

VIII. Early Industrial Period (1830-1870)

A. Transportation Routes:

Improvement of regional connections with railroads to Amherst Center. Attempted construction of Amherst Branch from Northampton (1848) failed as east-west project. Primary railroad route realized as Amherst and Belchertown (1853) with north-south corridor along Fort River to Factory Hollow (now Vermont Central).

B. Population:

Amherst's population in the Early Industrial Period fluctuated, with two periods of decline: 1830-1840 (in part related to the economic depression and movement of the carriage industry to Belchertown?) and 1850-55. For the period as a whole, the present rise amounted to 53.3 percent. The town's foreign-born population in 1855 amounted to 6.5 percent about half the county average. The Irish made up 73 percent of the immigrants, followed by Canadian and English.

C. Settlement Pattern:

Rapid development of Amherst Center as important urban focus after regional railroad connections (1853) to Springfield and Boston. Pleasant Street defined as business district with brick commercial blocks around common. Suburban neighborhood developed along Main Street axis around railroad depot with Professors Row around Amherst College campus on South Pleasant Street. Railroad corridor defined fringe district from Amherst Center with secondary focus at east Village on Main Street. Establishment of Massachusetts Agricultural College (1867) formed institutional center on North Pleasant Street. Outlying village centers maintained at North Amherst with manufacturing at Factory Hollow and at South Amherst around primary agricultural district.

D. Economic Base:

Amherst industry expanded in a multitude of directions in the Early Industrial period -- in paper, textiles, carriages, straw hats, joiners tools, and numerous other small and short-lived ventures which were to struggle against under-capitalization, inexperience, or transportation inequities. Indeed, the Amherst and Belchertown Railroad, completed in 1853, despite the tremendous civic effort it represented, was a losing venture from the start. Until 1866, when it was acquired by the New London Northern, Amherst was the end of the line.

Amherst industry expanded rapidly in the 1830's and 1840's. The Cushman brothers with a patented paper-making process, built mills successively in 1835, 1859, and 1863. R&G Roberts also expanded in the same period with a second mill in 1848. By 1865 there were four mills producing \$85,000 worth of papers, the second largest recorded industry after palm-leaf hats. Under the encouragement of an Enfield man, Thomas Jones, small wood frame textile mills built in 1845, 1851, and 1852 were incorporated as the Amherst Manufacturing

Company. After Jones's death in 1857 two of his mills were destroyed by fire. Textile manufacture in Amherst ceased by 1860.

By 1837 carriage making reached its recorded peak. In that year, 100 men were employed in the business producing \$100,000 worth of carriages--the largest figure recorded in Western Massachusetts that year. Most or all of this amount is credited to the large carriage works of Knowles and Thayer, a complex which included shops for wood-working, iron-working, upholstery, and painting. The company failed in the financial panic of 1837 and though the business was carried on by successors for a few years, by 1845 Belchertown had roughly five times the business of Amherst, reduced to 16 men and annual product worth \$7,250. For remainder of the period the industry survived in the production of baby carriages, a specialty produced by one or two Nuttingville firms, in 1855 valued at nearly \$15,000.

Also at Nuttingville were several makers of joiners tools, especially molding planes made in the shops of Truman and Ebenezer Nutting. One of the largest of these tool makers, Jamers Kellogg, started in Nuttingville with the purchase of Eli Dickinson's faucet shop in 1835; in 1839 he moved to what became Kelloggville on the Belchertown Road. By 1850 he had a product worth \$12,000.

East Amherst also dates its rise to the early years of the period. In 1829 Leonard M. Hills came from Ellington, CT. to begin the making of palm-leaf hats, a business that by the end of the period--and for the 60 years after--would remain Amherst's largest industry. Hills was joined in East Amherst by tool makers Porter Dickinson (in operation 1835-79) and George Burnham (1841-69). Burnham came to Nuttingville in 1841 from New Hartford, CT. as a journeyman plane maker before building his own shop in East Amherst. Burnham's shop (about the size of Kellogg's in 1850) also was equipped with straw hat presses, a service he provided for Hills and other regional hat makers. Other small wood working shops and a wide variety of small industries (stove assembly, gold pens, pistols, wooden pumps, broom and axe handles) also existed in the years around mid century.

E. Architecture:

Residential: Along with the Federal period, the Early Industrial period was one of great construction activity. Furthermore, it was during the Early Industrial period that Amherst's residential architecture achieve its finest stylistic expression. This is most fully represented in the work of William F. Pratt, a Northampton architect who practiced in the 1850's and 60's. Among Pratt's commissions are a number of outstanding Italianate villas, including the Skellings (or Henry Hills) House (1862), the Hunt House c. 1860, the Whitney House c. 1858 and the Austin Dickinson House 1856. Most of these incorporate embellished three-bay, center entrance plans, low hip roofs, flush board siding and prominently articulated details such as heavily scaled quoins brackets and window wood verandas and belvederes. While these houses represent the finest the period has to offer, a great deal of more modest construction took place as well. In addition to the villas at the town center a number of sidehall and center entrance from Greek Revival and

Italianate houses were also built. At least one regency Greek Revival house with flushboarding and wide pilasters was noted on Route 116 opposite the college. Substantial period houses tended to be built north of Main Street and along Route 116 while cottages and simpler houses clustered west of North Pleasant Street. In all of the villages of the town and spread along the major Colonial roads, many simple frame cottages and farm houses and a few more pretentious brick farmhouses were constructed. Well preserved groups of center entrance and sidehall Greek Revival and Italianate houses and cottages are located at North Amherst and Cushman. Of special note are a conservative brick five-bay Greek Revival house with semicircular arched regency entrance surround on Northeast Street and a small number of Gothic Revival cottages. These include the Hiram Johnson House (c. 1830), a brick structure whose lancet windows feature blind fans, and a few cottages with board and batten siding, at North Amherst and on Route 116.

Institutional: Significant institutional construction accompanied the rise in residential building. Major buildings were erected by Amherst College and by the town's churches. The earliest of the churches built was the Second Congregational (East Village), an 1839 Greek Revival building with a double entrance, flushboarded, pilastered facade and two stage steeple consisting of a square base and octagonal spire. In common with its Greek Revival parish house (1859) next door, the church features an unusual stepped parapet at the gable end. The two other churches built are very similarly styled granite Gothic Revival structures with offset buttressed square towers. These are Grace Episcopal Church (1866, Henry Dudley) and the First Congregational (1867, George Hawthorne). At Amherst College, four buildings of consequence were built, two by noted Springfield architect, Henry A. Sykes and two by Boston architect, Charles Parker. These buildings are the Octagon (1847-48, H.A. Sykes), a two-story stucco-over-brick octagon centered amidst a cluster of one-story octagons, Morgan Hall (1852, H.A. Sykes), a Tuscan Italianate granite villa, Williston Hall (1857-58 C.E. Parker), a three-story Romanesque Revival building remodeled in Greek Revival style and Barrett Revival structure. Other institutional activity in the period included the establishment of Baptist (1832), Methodist (1842), Roman Catholic (1869) and black Congregational (1862) churches, the purchase of a poor farm (1837), the founding of the Massachusetts Agricultural College (1863; now University of Massachusetts), and the organization of a high school (1861).

Commercial: Extensive commercial construction occurred at the town center in the period. Several three and four story brick commercial rows were built along Main and Pleasant Streets, most of these incorporating restrained Greek Revival or, later, curvilinear Romanesque Revival details. Phoenix Row (c.1940), a three-and-a-half-story brick Greek Revival building with crowstepped-end parapets, was one of the finest of these. Other notable buildings were the Hygeia (1851) and Amherst (1821; 1855) Hotels, both three-story brick buildings with two-story verandas. Surviving commercial buildings are Romanesque, Italianate in appearance and date from the end of the period with the exception of the Cook Block (1838, rebuilt 1881). The Amherst Depot, built in

1853 for the Amherst and Belchertown Railroad, remains extant; it is a one-story brick building with deep, overhanging eaves and roundhead windows.

IX. Late Industrial Period (1870-1915)

A. Transportation Routes:

Continued expansion of regional railroad system to Amherst Center with completion of Massachusetts Central (1887) from Hadley to Belchertown which cut through College Hill (now abandoned). Extension of street railway lines from Northampton and Hadley along Northampton Road to Amherst Center on Pleasant Street (1900). Alternate electric trolley route from Holyoke and South Hadley (1905) through Mt. Holyoke Notch on private way (intact) and north to Amherst Center on Pleasant Street (Route 116). Suburban street car lines operated to East Village and West Pelham on Main Street-Pelham Road, and to University of Massachusetts campus and North Amherst on Pleasant Street with interurban line to Sunderland (Route 116).

B. Population:

Though Amherst's population fluctuated in the Late Industrial period, with three five-year periods of declining population (1870-75; 1880-85; 1905-10), the town experienced a net rise at the end of the period of 37 percent, reaching 558 in 1915. For most of the period, the town's foreign born population remained about 12 points behind the county average. By 1905 the Irish still were the major immigrant group (32 percent), but a substantial number of Poles and Austrians (20 percent) were also resident.

C. Settlement Pattern:

Primary commercial and civic activity remained at Amherst center with business district along North Pleasant Street. Amherst College and University of Massachusetts expanded campus development creating local activity centers along Pleasant Street axis. Suburban residential districts expanded along highground from town center north to Wildwood Cemetery (1887) and south along Vermont Central axis with secondary commercial focus around Main Street depot to East Village. Expansion of trolley system (c. 1900) to North Amherst developed suburban district from U.Mass campus. South Amherst maintained as local civic center for agricultural district along Bay Road.

D. Economic Base:

The Late Industrial period saw the permanent establishment of the straw and palm-leaf hat industry as a major fixture in Amherst's manufacturing economy. As early as 1850 Ellis had employed 150 women in a home hat-making industry. By 1872 his factory at "the Crossing" was said to be the largest producer of palm-leaf hats in America (Rand, 66) (The only other towns in the country where palm-leaf was made into hats were in Massachusetts: Palmer, Barre, and Fitchburg (Carpenter, 292). After Hill's death in 1872, the factory was sold to H.D. Fearing & Company and another Hill's factory was built across

the tracks. (Between the two companies, they sometimes employed as many as 600 men and women.) Fearing in turn was purchased by the New York commission house of George B. Burnett & Sons, and both factories at the very end of the period expanded their plants.

Though the small paper mills at North Amherst outlived the textile mills, all closed by the end of the period. As early as the 1860's, with quality papers produced more economically by the big mills at Holyoke, Mittineague, & Co. the North Amherst mills were producing cheap wrapping paper, leather paper, and paperboard. (Though at its peak Cushman was providing newsprint for Horace Cushman mill in 1902. In 1912 there was a brief revival of interest when B.F. Perkins, the Amherst Waxed Paper Co., and U.S. Envelope & Sealing Co. planned factories in Amherst. Despite operation in town by the first two, both drifted to Holyoke eventually.

Local agriculture was considerably boosted by the establishment of the Mass. Agricultural College as a result of the Federal Morrill Land Grant of 1862. Twenty years later the State Agricultural College as a result of the Federal Morrill Land grant of 1862. Twenty years later the State Agricultural Station was established. Amherst by then was a leading agricultural town in the county. In 1880 it ranked second (after Belchertown) in the number of farms, and quantities of butter, eggs, potatoes, and (after Hadley) Indian corn. In 1905 it still retained a prominent place with the product value of its market gardens second only to South Hadley. In milk and tobacco it ranked fourth. The first McIntosh apple in South Amherst was planted in 1888. In 1908 two Mass. State College professors began a 10-year boom in orchard planting, and many of the apple orchards of South Amherst date to this 1910-1920 period.

E. Architecture:

Residential: Domestic construction dropped off overall during the period and consolidated around the town center. Much of the construction was probably associated with the expansion of the town's two major educational institutions. Most residential construction occurred north of Main, Amity and Russell Streets, with concentrations of activity along Lincoln Avenue and North Pleasant Street. In those areas, substantial Queen Anne, Colonial Revival and Craftsman suburban housing was built from the 1890's through the end of the period. Somewhat earlier is a cluster of Stick Style, Queen Anne, Colonial Revival and Craftsman suburban housing was built from the 1890's through the end of the period. Somewhat earlier is a cluster of Stick Style, Queen Anne and Colonial Revival houses north of Main Street in the High Street/Whitney Street area. More modest sidehall Queen Anne cottages and houses extended south of the town center along Route 116 and east to East Village. Elsewhere in the town, in the earlier farming villages and along Colonial and Federal roads. Late Industrial housing consisted primarily of simple sidehall late Italianate, stick Style and Queen Anne/Colonial Revival houses and cottages. Of special note are the town's Craftsman styles houses were built in some numbers. Among these are the Hogan House (1911-12, Karl Putman) and the Becker House (1916, James H. Ritchie).

Institutional: The most significant construction of the period occurred at Amherst College and the University of Massachusetts, both of which expanded considerably around 1900. The earliest buildings at U Mass were brick, three and four-story houses structures with hip or mansard roofs. A variety of buildings were added to these in the period including the first chapel (1884-86, Stephen C. Earle), a Richardsonian Romanesque building with a cruciform plan and Wilder Hall (1905, Walter R.B. Willcox) a low brick Georgian Revival/Craftsman building. These two to some degree typify the University's Late Industrial which include a number of simple Richardsonian, Romanesque and Renaissance Revival buildings in red and buff brick. At Amherst College were built several Renaissance Revival buildings, such as Fayerweather Laboratory (c. 1892-94, McKim, Mead and White). Also dating from the period is the Stearns Church (1870-73, William A. Potter), a granite Ruskin Gothic structure of which only the steeple survives (remainder demolished 1949). The major municipal building of the period constructed was the Richardsonian Romanesque Town Hall (1889, Henry S. McKay). Other institutional buildings included the East Street School (1893, Charles E. Park), North Amherst Library (1893, Roswell F. Putnam), the Universalist Church (1893) and the Methodist Church (1878).

Commercial: Three-and four-story brick Romanesque Revival, Victorian Italianate and Panel Brick commercial buildings were built along Main and South Pleasant Streets in the 1880's and 90's.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Street railway service remained in operation until Depression (1932), replaced by local bus routes. Improvement of highways as regional autoroads with primary east-west corridor as Route 9 through Amherst Center on College Street. Major north-south highway designated as Route 116 from Mt. Holyoke Notch to North Amherst on Pleasant Street, included dated concrete bridges at Plume Brook (1926) and Mill River (1926).

B. Population:

Though Amherst's population rate featured more periods of decline than advance (Declining periods occurred every other five years, 1915-1920, 1925-1930; 1935-1940), the town was one of only seven in the county to experience an overall net growth with a 15.3 percent rate that ranked fourth in the county. Unlike more industrial towns in the valley, it segregated period of growth, probably coinciding with expansion of the State College (?), was in the period 1930-35, accounting for 68 percent of the town's expansion in the Early Modern Period. In 1940, the population stood at 6410.

C. Settlement Pattern:

Amherst Center continued as primary commercial and civic focus with business district on North Pleasant and North/South-east Streets. In affluent neighborhoods north of Main Street and west of Pleasant Street, Craftsman/Colonial Revival frame and Tudor Revival brick

houses were built through the 1920's. Far and away the most significant residence of the period is the Theodore Baird House (1940), Frank Lloyd Wright's only Massachusetts residence. A one-story brick, frame and glass structure, the Baird House consists of intersecting cube-like sections with flat roofs, deep eaves and connecting pergolas.

Institutional: Probably the finest municipal institutional building of the period is the Jones Library (1926-28, Allen Cox), a grandiose three-story, gambrel roofed Colonial Revival building built of stone. Another imposing institutional building is Saint Brigid's Church (1923-24, John W. Donahue), an elaborately detailed Tuscan Romanesque building of yellow brick with a corbelled gable front containing triple entrances and a wheelwindow; to the rear is a lofty campanile. Major construction continued at the State University and at Amherst College. The majority of the College's period architecture comprises a half dozen or so substantial brick and stone fraternity houses in Georgian and Tudor revival styles, many by Allen Cox of the Boston architectural firm of Putnam and Cox. Other buildings at Amherst College include the neoclassical Converse Hall (1917, McKim, Mead, and White) and a number of Georgian Revival buildings of the 1930's, most by James Kellum Smith of the McKim, Mead and White Firm.

Commercial: The most prominent commercial building constructed in the period was the Lord Jeffery Inn (1926, Putnam and Cox), a rambling two-three story brick and frame Colonial Revival hotel on the common. Also built were several imposing brick Georgian Revival banks at the town center. Several one-story concrete block commercial buildings were constructed on Main Street east of the center and on West Street near Pomerey Lane.

XI. SURVEY OBSERVATIONS

General: Amherst's inventory concentrates on the town's 18th century and Federal residences and on its highstyle Italianate house. Landmark institutional building, including municipal as well as private structures, are surveyed, but background buildings, such as schools, minor churches and the more utilitarian academic structures at both Amherst College and the University of Massachusetts, have been overlooked. Also overlooked are late 19th and early 20th century residences of all types (elite to vernacular) and most commercial architecture. Existing inventory forms are adequately to well documented.

Industrial: Amherst's survey includes no industrial structures, yet the town is unusually rich in representative buildings. Two former grist mills survive as tourist shops, as does the brick boiler house from Burnett & Sons straw hat factory--one of two companies which dominated the town's manufacturing until the 1930's. The only representative of the Early Modern Period is the Knickerbocker Leather & Novelty Co. of 1916. Depots of both the Mass Central Railroad and the New London Northern Railroad survive, as does the car barn of the Holyoke Street Railway (now the town's highway department). At Mill Valley is one of the earliest lenticular trusses to come out of East Berlin, Connecticut.

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