

MHC Reconnaissance Survey Town Report

WAYLAND

Report Date: 1980

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.

The activity that is the subject of the MHC Reconnaissance Survey Town Report has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior. This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, disability or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity or facility as described above, or if you desire further information please write to: Office of Equal Opportunity, National Park Service, 1849 C Street, N.W., Washington, D.C., 20240.



MASSACHUSETTS HISTORICAL COMMISSION

William Francis Galvin, Secretary of the Commonwealth

Chair, Massachusetts Historical Commission

220 Morrissey Blvd.

Boston, MA 02125

www.sec.state.ma.us/mhc

mhc@sec.state.ma.us / 617-727-8470

MHC RECONNAISSANCE SURVEY REPORT

Date: January 1980

Community: Wayland

I. TOPOGRAPHY

Located on rolling riverine plain and adjacent uplands. Glacial outwash features prominent. A sandy to gravelly soil. Sudbury River dominates both drainage and landscape. Extensive meadow (marsh areas along river). Several streams and small upland ponds; major bodies of water (Lake Cochituate, Dudley Pond) in southern part of town. All drainage north via Sudbury River into Merrimack.

II. POLITICAL BOUNDARIES

Part of Sudbury grant, 1639. Original boundaries remain on east (Watertown Line) and north (Concord Line). Called plantation or town of Sudbury after 1639. Established as East Precinct, 1721. Became Town of East Sudbury, 1780. Name changed to Wayland, 1835.

III. HISTORIC OVERVIEW

Historically important suburban town on western axis of metropolitan Boston. Location on floodplain of Sudbury River and network of regional trails indicates extremely rich potential of native sites in the area. Originally settled as Sudbury from Boston with medieval common field system along river meadows and meetinghouse by 1638, now original burying ground town site, and mid-17th century agricultural landscape intact along floodplain. Portions of town affected by King Philip's War with potential for garrison house sites along river terraces. Some well-preserved late First Period houses of lean-to plan and possible late 17th c. date in original settings. Town center shifted to mill site by early 18th century with several fine examples of rural Georgian style with pattern-book doorways. Continued focus of town center around bridgehead across river with evolution of village green by early 19th century and excellent Federal meetinghouse and early Victorian hall. Growth of industrial activity to south around Cochituate with shoemaking in factories by mid-19th century and representative examples of Victorian suburban design; however, primary buildings now demolished. Restricted development of area in early 20th century with few period examples, save for bungalow houses and modest commercial blocks in Cochituate. Recent suburban expansion threatens historic landscape, although original town site is well-preserved. Wayland often confused with Sudbury in town histories.

IV. CONTACT PERIOD (1500 - 1620)

A. Transportation Routes:

Located at the junction of the Sudbury River and the uplands of the Boston Basin, the area was a major point of trails crossing west around the river wetlands. The most important was the Connecticut Path (Route 126) following the southwest grain around Reeves Hill and Dudley Pond. A northern loop across the Sudbury follows Claypit Hill - Training Field Roads - and Gleezen Lane around Mill Brook and Baldwin Pond to Old County Road on the Sudbury side of the marshes, portions of which retain original topographic character. An alternate loop from

Weston at Sudbury Rd follows Gleezen Lane to Moore St. Secondary crossings of the river are documented (Robinson, 1976) at Pelham Island Rd and Stone Bridge Rd. A north-south path from Concord along the river marshes followed the contours, portions of which remain as Oxbow and Moore Rds and south to the junction of Five Paths (Routes 126 and 27), apparently continuing south as Cochituate Road (Route 27) to Natick.

B. Settlement Pattern:

Only a few sites reported with period occupation. Preferred locations include well-drained terraces and knolls overlooking river, especially at falls and confluence points with major tributaries. Some site data in town history (Hudson, 1891, p. 87).

C. Subsistence Pattern:

Excellent fishing potential in Sudbury River and tributaries. Good agricultural land along river plus good hunting and gathering. In short, area was abundantly supplied with most of necessary resources.

D. Observations:

Despite environmental diversity and wealth, apparently quite limited native occupation during period. This in contrast to extensive native settlement during earlier periods, especially mid to late Archaic. Reasons for this are not understood. The few, scattered Late Woodland sites are Nipmuck (inland, fresh water people) rather than coastal tribes. No contact (European) materials known from area.

V. FIRST SETTLEMENT PERIOD (1620 - 1675)

A. Transportation Routes:

Native trails remain as major east-west crossings of Sudbury River. Location of Sudbury town center at Baldwin Pond and mill on Mill Brook in mid-17th century required connecting highways as Plain Rd and former loop of Mill St at Sudbury Rd (Route 27).

B. Population:

Initial settlers from Watertown, combination of East Anglian and West Country emigrants. Steady growth during period to approximately 300 people. Reduced somewhat in 1660 when a group left to establish Marlborough.

C. Settlement:

Although cleared land and burials were encountered by first settlers, apparently no remaining native occupation. Village laid out between Sudbury River and Mill Creek along Old Sudbury and Bow Rds. A compact, organized village; house lots picked by draw, large common areas set aside for wood and pasture. Meetinghouse erected, 1643, with cemetery adjacent. Parmenter's ordinary, East and Bow St., 1653.

A few outlying farms. After 1620, efforts made to fortify houses due to increased native hostility.

D. Economic Base:

An agricultural and grazing economy. Initially farming conducted on an open field/common basis but gradually shifted to individual enterprise. Gristmill, Thomas Cakebread, built 1639 on Mill Creek. Lumbering and brickmaking to supply local needs. Fishing and some trade with natives reported by Samuel Maverick (1660).

E. Observations:

One of earliest attempts to settle an interior area. Despite internal problems centered on land division (see Powell, 1963), a successful effort. While 17th century sense of landscape remains, little evidence of original village center. Archaeological potential in this area should be considered very high.

VI. COLONIAL PERIOD (1676 - 1776)

A. Transportation Routes:

Shift of Sudbury town center to Mill Brook (Wayland Center) by early 18th century reorients east-west highway as the Post Road (Route 20). Secondary highways around interior uplands include Draper and Rice Rds. Alternate east-west highway across southern (Cochituate) area from Weston as East and West Plain Streets by mid-18th century with link at School Street. New bridges across river during 18th century, include Sherman Bridge Road (1743).

B. Population:

Steady growth after King Philip's War. Census of 1976 listed 1,773 individuals in 316 families plus 263 houses in Town of Sudbury. Majority of this was Wayland. Estimate of population by end of period about 1,500.

C. Settlement:

Considerable damage to outlying farms during King Philip's War, some to village center. Much rebuilding during end of century including third meetinghouse raised, 1687. After 1700 gradual shift of village center south to Wayland Center, especially after 1721 for better access to Post Road. New common established. Fourth meetinghouse built there, 1725. Also town pound and school. Elijah Bent's tavern, 1771. Remained a small village center, no commercial development. Secondary area of settlement in "Southern Farms" area east of Lake Cochituate. Called "Lokerville," focused around East Plain Street and Commonwealth Road. Many scattered farms throughout town.

D. Economic Base:

Remained an agricultural community; crop farming and cattle. Tanning as an associated industry. Three tanneries in village center area during

mid-18th century. Milling for local consumption: cakebread grist mill, Mill Creek; Joseph Moore, sawmill, Hazel Brook, late 17th century; Benjamin Moore sawmill on Hazel Brook, early 18th century. Location on major transportation routes resulted in several taverns: Bent Tavern, early 1700s, Old Connecticut Path; Street Tavern, 1775, Old Post Rd; Moulton's Tavern, 1750s, Old Connecticut Path and Stone Bridge Road; Nathaniel Reeve's Tavern, Cochituate Road and Plain Street.

E. Architecture:

Residential: Based on extant examples, the central-chimney two-story type of house with a symmetrical center entrance facade was the most widespread house type, followed by houses of the same basic type, but with twin interior chimneys; there is little evidence of high-style Georgian decorative details except for two houses, one on Pelham Island Road (Wayland Survey Form 17), the present appearance of which may date from the Colonial Revival, and another house at the southwest corner of Rice Road and the Old Connecticut Path which has a hip-on-hip roof (possibly 18th century although also possibly added ca. 1870).

Institutional and industrial: No known structures extant.

Commercial: Reputed taverns extant, including a ca. 1710 structure with a partial (added ?) hip roof (Wayland Form 10).

F. Observations:

A prosperous and self-sufficient farming community. Not isolated, however, due to location within the main corridor of development west from Boston. The southern section of the town around Cochituate had close ties with Natick/Framingham. Several good town histories available.

VII. FEDERAL PERIOD (1775 - 1830)

A. Transportation Routes:

Continuing adjustment of main east-west river crossing from town center by early 19th century includes turnpike to Sudbury side (Route 20 - town dump), with similar realignment across Cochituate as Commonwealth Rd (Route 30).

B. Population:

Small uneven increase in population; Evangelical Trinitarian congregation established, 1828.

C. Settlement Location:

Residential development at Wayland Center; beginning development of Cochituate Village ca. 1830 with introduction of shoemaking.

D. Economic Base:

Primarily agricultural economy. Village of Cochituate because of proximity to Natick and routes to Boston developed boot and shoemaking industry.

E. Architecture:

Residential: Most widespread Federalist house type was two-story, one-room deep house with rear-wall chimneys and a symmetrical center-entrance facade, followed by similar houses, but with end-wall chimneys; hip and low-pitched roof-type present. A small number of 1½-story, center-entrance cottages are also extant; little evidence of architect-designed houses; one brick Federalist house extant.

Institutional: Exceptionally preserved Federalist-style meeting-house (ca. 1814, Andrew Palmer, architect) extant; no other known structures extant.

Commercial: One one-story hip-roofed law office (nearly identical to two in Weston) extant, built ca. 1826; no other known structures extant.

Industrial: No known structures extant.

VIII. EARLY INDUSTRIAL PERIOD (1830 - 1870)

A. Transportation Routes:

Highway system remains in place from early 19th century with some adjustment at Town Center. Several early Sudbury River crossings rebuilt with stone arch bridges in mid-19th century, two remaining period structures include Old Sudbury Bridge (1848) and Stone Bridge (c. 1860), both relic structures. No railroads constructed.

B. Population:

General increase in population throughout period, with most rapid growth between 1840 and 1855; foreign-born population of 120 by 1855, Irish form largest group (81) followed by a small German population (19); Wesleyan Methodist church and Methodist Episcopal church founded at Cochituate in ca. 1850 and 1865, respectively.

C. Settlement Locations:

Small amount of new construction around Wayland Center; most new development focused on Cochituate Village along Cochituate Road between East and West Plain Street and Commonwealth Road.

D. Economic Base:

Industrial employment and output increased throughout period due largely to the expansion of shoemaking at Cochituate Village; value of shoes produced jumped tenfold in 28-year period 1837-1865. Farming remained major occupation in other sections of town. Lake Cochituate terminus of Boston's first water supply conduit, Cochituate Aqueduct (1846-48).

E. Architecture:

Residential: No evidence of architect-designed high style during this period. Most houses of the period, particularly in Cochituate Village, are side hall plan one or two-story structures, although a

large number of "L"-plan houses and cottages are also present; all styles which were current during this period are represented by simple examples at Cochituate Village.

Institutional: Italianate-style high school built 1854 (extant); district schoolhouses built, particularly at Cochituate and Lokerville, none currently identified; 2 churches built at Cochituate (not extant); academic Italianate-style gate house (1846) extant at Lake Cochituate.

Commercial: Few structures built; major commercial building was a two-story temple front block at Wayland Center (extant).

Industrial: No major mills built; one-story shoe shops built at the rear of house lots at Cochituate, some structures extant but generally converted to cottages; possible wood-frame 2-story factory on Cochituate Road south of Commonwealth Road.

IX. LATE INDUSTRIAL PERIOD (1870 - 1915)

A. Transportation Routes:

Road system continues from mid-19th century. Secondary east-west railroad through Wayland Center and across Sudbury River as Massachusetts Central (1881) with original depot. Horse railway line from Cochituate to Natick by 1880s with expansion of trolley routes to Saxonville and Wayland Center by early 1900s along West Plain and Cochituate Road (Route 27) by early 1900s.

B. Population:

Rapid growth of population 1870-1880, followed by fluctuations in 2,000-2,300 range; increases in foreign-born population with a peak was reached in 1905, Irish, Nova Scotian, and French Canadians are the major immigrant groups throughout period; French Catholic church established c. 1890.

C. Settlement Locations:

Growth mainly focused on Cochituate Village, on side streets immediately east and west of Cochituate Road and also along Commonwealth Road, East and West Plain Streets and northward along Cochituate Road.

D. Economic Base:

After an apparent drop in the 1880s, industrial employment (primarily Cochituate shoe industry) increased throughout period, perhaps declining after c. 1910-1915; agricultural employment remained important throughout the period, with a gradual shift toward truck farming for the Boston market. Weston Aqueduct (1903) part of Boston's major aqueduct building program to tap Nashua River Watershed.

E. Architecture:

Residential: Little evidence of architect-designed high-style houses, although it is possible that some estates were assembled on

the south side of the Old Connecticut Path between Cochituate Road and Rice Road; some substantial Colonial Revival-style houses and alterations carried out in vicinity of Wayland Center (c. 1885-1900); new buildings in Cochituate were modest cottages and houses in various contemporary styles, the major examples of which stand on Cochituate Road and Commonwealth Road.

Institutional: Victorian Gothic-style town hall built 1877-78 (demolished); Classical Revival-style library, 1900 (extant), Beaux Arts-style schoolhouse at Cochituate, 1910, all architect-designed. Wood-frame late Gothic church at Cochituate (c. 1890); and wood-frame Queen Anne-style church (c. 1900).

Commercial: No commercial blocks built; probable conversion of former houses at junction of Cochituate and Commonwealth Roads; well-preserved Victorian Gothic-style train station, 1881 (board and batten) extant at Wayland Center.

X. EARLY MODERN PERIOD (1915 - 1940)

A. Transportation Routes:

Abandonment of trolley routes by 1920s, and upgrading of main highways as auto roads by 1930s including Post Road as Route 20, Connecticut Path as Route 126, Commonwealth Road as Route 30, Cochituate-Sudbury Roads as Route 27, and new location of Concord Road as Route 126.

B. Population:

After small decline of population (1915 - 1920), population increased steadily throughout period.

C. Settlement Location:

Some new construction north of Wayland Center sparsely scattered along Concord and Sudbury Roads, Plain Road and Glezen Lane; expansion of Cochituate westward along West Plain Street.

D. Economic Base:

Cochituate shoe production declined precipitously in face of western competition and new styles. Hultman Aqueduct (1938-40) built to bring Quabbin Reservoir water into Boston. Boston's earliest conduit, Cochituate Aqueduct, taken permanently out of service at this time.

E. Architecture:

Residential: Some architect-designed high-style houses built in the vicinity of Wayland Center, the most notable of which are Colonial Revival-style (including some nearly exact copies of 18th century buildings), also Colonial-style remodellings and restorations of houses near Wayland Center. New building in Cochituate dominated by 1½-story bungalows.

Institutional: Colonial Revival-style schoolhouses built; simple neo-Medieval clubhouse built at Sandy Burr Country Club (1920s - 1930s).

Commercial: Limited, small-scale development west of Wayland Center, mainly consisting of conversion of some houses and the construction of an automobile service station.

Industrial: No significant growth or new construction.

XI.

SOURCES

Hudston, Alfred S., Annals of Sudbury, Wayland and Maynard (1891).

Matera, James J., "One Hundred Years of Boston's Water Supply," New England Water Works Assoc. Journal, 63 (June 1949), pp. 150ff.

Powell, Sumner C., Puritan Village (1963).

Robinson, Barbara, ed., Wayland Historical Tours (1976).