

MHC Reconnaissance Survey Town Report

BUCKLAND

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.

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: December, 1982

COMMUNITY: Buckland

I. TOPOGRAPHY

Buckland is situated in the Berkshire Hills of western Massachusetts. Local terrain is dominated by rugged uplands which range between 1100 feet and slightly more than 1600 feet. The greatest elevations occur primarily in the southern half of the town. They include Drake Hill (1536 feet), Lone Tree Hill (1454 feet), Mary Lyon Hill (1611 feet) and Moonshine Hill (1556 feet). Buckland's highest peak, Hog Mountain (1621 feet), is located near the Buckland/Hawley line northwest of Lone Tree Hill. Aside from this point and the sister hill of Snow Mountain (1618 feet), the uplands gradually decrease in elevation as they extend north. Height of 900 - 1000 feet predominate on the upland's northern periphery. West Mountain, situated north of the village of Shelburne Falls, was the site of at least two granite quarries that operated throughout most of the 19th century. Contrasting these uplands were two tracts of the northern and eastern base of the Buckland uplands. The Clesson Brook flood plain bisects the uplands and extends the length of the town on a northeast-southwest axis. The Deerfield River forms Buckland's northern and eastern boundaries. In the former case, the river separates Buckland from the northern town of Charlemont. Shelburne Falls is located on the Deerfield northeast of Goodnow Hill. These natural falls were traditionally an important native and colonial fishing site. Locally, the Deerfield is fed by a number of tributaries, the largest of which is Clesson Brook. The town's only body of fresh water is a small pond situated in southwestern Buckland.

II. POLITICAL BOUNDARIES

Northern section along Deerfield River originally included within Boston Plantation Number 1 (Charlemont) in 1735 with eastern boundary from Shelburne Falls at Deerfield line. Southern boundary defined by Huntstown (Ashfield) in 1736 and western line by Hatfield Equivalent (Hawley) in 1744. Central district granted to various individuals beginning with Clesson Brook section in 1742 with the remainder during 1767-1774 called No. Town. Entire district incorporated as town of Buckland in 1779 with eastern boundary along Deerfield River with Shelburne and southern boundary established with Ashfield in 1791. Southeast section along Deerfield River annexed from Conway in 1838.

III. HISTORIC OVERVIEW

Rural industrial hill town located on primary corridor between Greenfield and North Adams. Located in Deerfield River valley with important native fishing area at Shelburne Falls and suspected sites along Clesson Brook. Settled before Revolution from Deerfield valley with civic focus established at Buckland Center. Some late 18th century cottage farmsteads remain intact along Deerfield River roads with Mary Lyon house site near Ashfield line. Agricultural potential developed by early 19th century with several well preserved Federal period houses along Clesson Brook from Buckland Center to Four Corners and in West Buckland along Hawley Road. Buckland Center remained

as civic focus through mid-19th century with notable brick houses and Greek Revival church in original Street village setting on Scott Road. Agriculture continued as primary economy with several Victorian barns and notable Gothic style house along Ashfield Road.

Significant development of water power at Shelburne Falls during Early Industrial period with Deerfield valley railroad connections, including original Lamson and Goodnow mill intact with adjacent outbuildings and Greek Revival housing on Conway Road. Continued expansion through late 19th century with period workers' housing on hillside above wooden commercial district rebuilt after serious fire. Notable bridges across Shelburne Falls include Victorian iron truss and early concrete trolley span (Bridge of Flowers) with original electric power station at Creamery Avenue. Gradual decline of industrial activity by early 20th century with some period civic buildings at Shelburne Falls and Auto commercial structures from Mohawk Trail axis. At present, development is gradually eroding periphery of Buckland Center. Agriculture remains active along Clesson Brook to Deerfield valley, preserving historic landscape features, while Shelburne Falls is suffering from economic decline threatening integrity of Lamson mill complex on Conway Road.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Intermediate highland corridor with primary connections along Deerfield River from Connecticut Valley. Alternate axis of important Deerfield valley trail is reported from Pocumtuck (Shelburne) Falls fordway along east flank of West Mountain to fordway at Charlemont Bridge (Route 2) (Costello, 1975, map). Continuation of Deerfield River trail is presumed on south bank following Bank-Ashfield Road (Route 112) to Clesson Brook and east at base of Walnut Hill to probable Deerfield River fordway at Third Brook. Likely north-south route appears along axis of Clesson Brook probably following Route 112-Scott Road through Buckland Center to Four Corners with westward branch along Clesson Brook as axis of Hawley Road. Other likely trail routes may be conjectured from Shelburne Falls west over Goodnow Hill to Clark Brook (Hog Hollow) as East Buckland Road.

B. Settlement Patterns:

There were no reported native Contact period sites. However, references in secondary sources suggest native period occupation occurred on the Buckland side of Shelburne Falls and the Deerfield River and Clesson Brook floodplains. Shelburne Falls was the site of large native fishing encampments established during the spring spawning runs of salmon and shad until the outbreak of the French and Indian Wars (Kendrick 1937:1). The other two riverine areas would have been attractive locations for fishing, hunting and crop production. Smaller hunting sites may have been scattered in Buckland's rugged uplands.

C. Subsistence Patterns

Some native horticulture was probably undertaken on the Deerfield River floodplain, particularly the portion in the vicinity of the Boston and Main Railroad, and to a lesser extent, on the upper portion of the Clesson Brook floodplain. As mentioned previously, native fishing most likely focused on the Deerfield River at Shelburne Falls. Additional fishing probably occurred

on the Clesson Brook. Native hunting likely was undertaken in the broadest portions of the Deerfield River and Clesson Brook floodplains. The former site attracted large numbers of deer in the late 18th century.

D. Observations:

Native occupation of Buckland was probably heaviest during the spring months. This area and Shelburne appear to have been an important fishing and hunting site for the Pucumtucks centered in Deerfield. Buckland's proximity to the Mohawk Trail, and important native route between the Hudson/Mohawk River Valley and Connecticut River Valley, suggests the town may have been the site of contact between native occupants of these riverine settlement centers. Evidence of native period occupation is most likely to survive on the Deerfield River floodplain (vicinity of Boston and Maine Railroad). Vestiges may still exist at Shelburne Falls. However, development and erosion probably have destroyed a large portion of native sites located here. The banks of the Deerfield should be examined periodically for eroding sites.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes:

Native trails remained as primary routes along the Deerfield valley from Shelburne Falls to Connecticut River with secondary axis along Clesson Brook.

B. Population:

There were no figures for the area's native population. Buckland lacked a colonial population until ca. 1769.

C. Settlement Patterns:

Native settlement patterns were probably similar to those described in the preceding section.

The Deerfield settlers who fished at Shelburne Falls may have erected temporary shelters in that area.

D. Economic Base:

The annual spring fish runs at Shelburne Falls attracted large numbers of natives from the surrounding area and settlers throughout this period. Native hunting probably continued on the Deerfield River and Clesson Brook floodplains and the adjacent uplands. Development of an English market for animal furs and pelts likely encouraged increased native trapping of fur bearing animals.

It is unclear if colonial settlements such as Deerfield exploited local resources other than the freshwater fish.

E. Observations:

Buckland remained primarily a resource area for the natives centered in Deerfield.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Settlement of Huntstown (Ashfield) and Charlemont (1735) required improvement of the Deerfield valley corridor with a highway presumed along Clesson Brook as Ashfield-Scott Road (Route 112) from Shelburne Falls fordway. Connecting highways were apparently improved as Hawley Road to Four Corners and probably as East Buckland and Bray Road around Sugar (Moonshine) Hill to Falls. Secondary highways from Deerfield valley may have included Charlemont Road over Walnut Hill and East Buckland Road around Goodnow Hill.

B. Population:

Native occupants of the Buckland area probably continued throughout this period, since colonial settlement was limited.

None of the secondary sources provided colonial population figures. The colonial settlement most likely consisted of no more than 10 families. Period settlers moved from a number of Massachusetts communities, including Ashfield, Charlemont, Leominster, and Upton.

C. Settlement Patterns:

Colonial settlement was limited and dispersed. The first settlement took place in ca. 1769 when Captain Nahum Wood established a home in southwestern Buckland on Hawley Road slightly west of its junction with Shephard Road. Later settlement included the erection of several homes in the Clesson River floodplain between the village of Buckland and the river's confluence with the Deerfield River. Joshua Johnson reputedly was the first person to settle in eastern Buckland (ca. 1773). The community lacked a meetinghouse. Area residents initially attended church in Charlemont, Shelburne or Ashfield. Some community meetings were held in the barn of a local resident.

D. Economic Base:

Colonial residents focused primarily on livestock and crop production. Livestock grazed in the local uplands. Buckland inhabitants fished on the Deerfield floodplain where he hunted the impounded deer. Lumbering probably took place throughout Buckland's extensive woodlands. The settlement's industrial development is poorly documented in secondary sources. Nathaniel Taylor constructed the community's first mill (saw) in ca. 1769 on Clesson Brook in the vicinity of its junction with Ashfield Road. A pre-1772 grist and sawmill complex was erected near the Hawley/Buckland line, probably on Ruddock Brook. An additional pre-1775 mill may have been constructed on the lower portion of Clesson Brook near its junction with Scott Road.

E. Architecture:

Residential: The earliest houses surviving in Buckland date from the early 1770s, about the time of the town's initial settlement. Some four structures of the Colonial period, all with center chimney plans, two houses and two cottages are extant. These include the Nathaniel Coleman (1774), Samuel Taylor (1770) and Wilder (1775) Houses. One other house, the Habez brooks cottage, a four bay wide cottage which probably began as a three bay half cottage, exhibits a form which may have been typical of the earliest cottages.

F. Observations:

Buckland was a satellite of the mother town of Charlemont. Aside from the settlement's two mill operations, Buckland lacked commercial, industrial or civic/religious facilities necessary for political and economic autonomy. Substantial community development did not commence until after the Revolution. The town probably had close commercial ties with the settlement center of Deerfield. Considerable archaeological evidence of the colonial settlement should survive, particularly on the Clesson Brook floodplain.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Location of meetinghouse at Buckland center in 1793 established radial highway connections from Scott Road axis as Avery and Orcutt Hill Road over Lone Tree Hill and Martin and Hog Hollow Road around Putnam Hill. Settlement of Shelburne Falls established footbridge (1780) and covered bridge over Deerfield River (1821) with highway connections around Goodnow Hill as Orittenden and Bray Road. Secondary highways of the period included Shephard and Cemetery road from West Buckland (Hawley) and Neilman and Howes road over Moonshine Hill.

B. Population:

Buckland's population grew by 44.7% between 1790 and 1830, reaching 1,039 in the latter year. Virtually all of this growth, however, occurred in the decade of the 1790s, and until the establishment of Lamson and Goodnow in Buckland in 1851, this population remained virtually unchanged.

C. Settlement Patterns:

Civic focus established at Buckland Center along Scott Road with meetinghouse location in 1793. Agriculture expanded as primary activity along Clesson Brook from Deerfield valley with secondary settlements at Mill Yard, Four Corner, and West Buckland. Economic focus developed at Shelburne Falls after opening of Shelburne Bridge (1822).

D. Economic Base:

Predominantly agricultural economy with small saw and gristmills. Small mill villages appear to have been established in the Federal period at Buckland upper City (forge, saw and gristmills, and wagon shop); at Buckland Four Corners (lather box factory, fulling mill); at the Center (tannery, 1828; clock shop of Hubbard & Hitchcock); and at the Mill Yard (cooperage, saw and grist mills). In 1832 the largest operation recorded was Merritt Stetson's shop for turning broom handles and shaving boxes at Four Corners, followed by the clock shop in Clock Hollow.

Joseph Griswold is said to have introduced here the making of sash, doors, and blinds by machinery. About age 20 he made a trip to Detroit where woodworking machinery for the purpose had been established. He was so fascinated that on his return to Massachusetts, he started a small plant in Ashfield. Griswold stayed only a short time in Ashfield, however, before moving on to Buckland, and finally to what became Griswoldville in Colrain in 1828.

E. Architecture:

Residential: As with most of the towns in the region, Buckland experienced widespread growth in the Federal period. This period of expansion is reflected in the large number of Federal houses standing in the town, several of which are of outstanding quality. These included houses and cottages with a variety of plan types including center chimney and center hall examples. Period houses are concentrated at Buckland Center and Buckland Four Corners with individual houses noted on Hallway, Ashfield, and Conway Roads. Almost all of the houses and cottages exhibit five bay facades with center entrances. At least one house (on Hawley Street) incorporated an end gable overhang, a feature commonly used in the valley towns of the regions, but not otherwise noted in highland areas. Other somewhat less unusual features observed included the use of twin rearwall chimney plans on a few center hall houses, among them the Edmond Smith House (1797). Several brick houses were also observed on Ashfield Road and at the town center. Among the finest houses in the town are the Oaro Field House (1800), designed by Buckland's Joseph Griswold Hose (1818), probably designed by Griswold, an apprentice of Colonel John Ames. The Field House is one of the most elaborately detailed houses in the region with Ionic pilasters across the facade and richly ornamented window hoods and cornice. The Griswold House, a double pile, end chimney plan house of brick, includes a third story ballroom. For cottages, the center chimney form predominated up to 1820, when it was gradually supplanted but the center hall plan with end chimneys. Federal and Greek Revival cottages with five bay center entrance facades and end interior chimneys were built in some numbers from the 1820s through the 1840s. Examples were noted at Buckland Four Corners, at the town center, and scattered along major roads.

Institutional: The present Congregational meetinghouse was constructed between 1793 and 1800. As originally built, the structure was a small, modest one-story building without a bell or a steeple. The structure's present Greek Revival appearance dates from an 1846 remodelling. Other institutional activity of the period included the organization of a Baptist Society in 1789 and of a Methodist Society ca. 1820. Both organizations built small churches in 1828. The Baptist Church was moved in 1869 to Ashfield, where it still stands in use as the Grange Hall. The Methodist Church was purchased by the Buckland Grange. Of the seven schools standing in 1830, only one (at Four Corners, 1829) remains extant. Of considerable note was the Buckland Center school, a one-story hip roofed brick structure with a projecting gable roofed porch with a fanlit entrance. A Female Seminary founded by Mary Lyon, founder of Mount Holyoke College, operated between 1826 and 1830.

Commercial: Of four taverns known to have operated in the period, two have survived: the end chimney Zenas Graham Tavern (1797) and the Freighters Inn (1827), a center chimney cottages with eyebrow windows.

XIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

Significant improvement of Deerfield valley corridor with Troy and Greenfield (Boston and Maine) Railroad along Buckland side (proposed 1855) delayed completion by Civil War (1867), including Shelburne Falls depot. Development

of Shelburne Falls expanded local street grid along flank of Goodnow Mountain along axis of Bray and Conway Road. Local fordway remained in use on Deerfield River to Charlemont at Clesson and Third Brook, with rebuilding of Shelburne Falls crossing as Iron Bridge in 1869.

B. Population:

Buckland's population remained virtually unchanged from 1830 until the establishment of Lamson and Goodnow in Buckland in 1851. Between 1850 and 1970 the town grew by over 84%, placing it fourth among the fastest growing towns in the county.

Many of the new residents were foreign-born. As early as 1855 the town had an immigrant population of 10.9%, with the largest part consisting of English cutlery workers, followed by the Irish, and a substantial number from Germany and Holland.

C. Settlement Patterns:

Buckland Center remained as the civic focus with expansion of street village along Ashfield Road (Route 112). Significant development of economic activities at Shelburne Falls with Lamson and Goodnow mill in 1835, meetinghouse in 1842 and opening of Greenfield Railroad in 1867 along the Deerfield River. Agriculture continued as the primary activity from Deerfield Valley Mill Yard to Four Corners along Clesson Brook.

D. Economic Base:

Economy remained predominantly agricultural though with an expanding industry in small woodworking shops, valued at \$12,500 in 1845. A small industry in files, augers, and bits developed in the 1850s, encouraged by the invention of a patented brace and bit by the Goodwell brothers.

But the largest establishment in this period as in succeeding period was Lamson & Goodnow, whose prosperity established the village of Shelburne Falls on either side of the Deerfield River. Silas Lamson in Sterling (Worcester County) is said to have secured a patent on the crooked scythe snathe about 1800. In 1833, in search of ash timber, Lamson moved to Cummington with his sons Ebenezer G. and Nathaniel. Probably shortly thereafter he erected a snathe shop on the Shelburne side of the Falls. As early as 1845 he employed there 75 men producing snathes valued at \$60,000. The work machinery, and about 1842 the manufacture of cutlery was begun in this connection. In 1851 the cutlery was moved to its present site on the Buckland side of the river. Four years later, with an employee roster of 250 men and product worth \$175,000, the firm dominated the manufacturing economies of Buckland and a good part of western Franklin County, a position it retained for the remainder of the historic periods.

Buckland, like several of the hill towns, was also a major producer of butter and cheese. By 1855 the town reported 77,000 lbs. of butter, second highest production in the county after Ashfield; and 38,500 lbs. of cheese, making Buckland the leading cheese town in the county.

E. Architecture:

Residential: Residential construction continued at a steady pace through the first half of the period. Expansion occurred at the town center especially along Ashfield Road, and at Buckland Four Corners, while new settlement developed at Shelburne Falls. Fewer houses, however, were constructed and cottages became the dominant house form. These exhibit a variety of types with center chimney, end chimney and sidehall plans used with similar frequency. Well detailed sidehall plan Greek Revival cottages with flushboard facades, pilasters and wide entrance surrounds with transom and full-length sidelights were observed on Hawley, Ashfield, and Upper Roads and at Shelburne Falls. Equally well detailed are a number of five bay wide, center hall Greek Revival cottages. Center hall workers' cottages of four or five bays width and generally incorporating eyebrow windows were built in some number on Ashfield Road at Buckland Center and at Shelburne Falls. Of note are several Greek Revival cottages with projecting front gables to form a recessed portico, especially one on Hawley Road at Orcutt Hill. Also built in the period were several T-plan Gothic Revival cottages, a few of which retain features such as board and batten siding and carved or sawn bargeboards. examples were noted on Hawley Road, at Buckland Center, and at Shelburne Falls. Of the two-story houses built, sidehall and center hall examples predominate. A few houses observed incorporated entrance surrounds with carved anthemion motifs of with Greek key frets.

Institutional: Institutional activity of the period included remodelling the 1793 meetinghouse in the Greek Revival style, the establishment of the Second Methodist (1850), Shelburne Falls Methodist (1842; church 1842) and Saint Joseph's (1858) churches and the construction of several schools, among them a two-story Greek Revival school (ca. 1850) at Buckland Center and the Hog Hollow School) probably ca. 1860).

Commercial: Most of Buckland's commercial buildings were located in Shelburne Falls and were destroyed in an 1876 fire. Among the buildings lost was the Anawansett Block (1853), a 3 & 1/2 story gable front Greek Revival structure with a one-story veranda.

Industrial: The major industrial complex built in the period is the Lamson and Goodnow Cutlery factory, which includes several buildings constructed in 1861 and others constructed after 1870. The buildings are of brick and are one and two stories in height with modest Greek Revival details, including dogtoothed courses of brick up the raking eaves, pilasters and lunettes. Buckland is fortunate to retain several frame industrial buildings of the period as well, among them the Hubbard and Hitchcock Clock Shop (ca. 1830), the Newton Griswold sash and blind factory (1836) and the Townsley Cobbler shops, a well preserved "ten-footer."

IX. LATE INDUSTRIAL PERIOD (1870-1925)

A. Transportation Routes:

Continued improvement of Deerfield River railroad corridor with Northampton and Conway branch as New York, New Haven and Hartford project (1881), later abandoned in 1910. Continued improvement of Deerfield River crossing at Shelburne Falls with rebuilding of Bridge Street span in 1890 (still intact)

and expansion of local trolley system to Buckland depot as early concrete span (1908, Bridge of Flowers). Significant improvement of Deerfield River corridor as early auto highway with opening of Mohawk trail from Shelburne Falls to Charlemont Bridge (1924) along the base of west Mountain.

B. Population:

Buckland's population peaked in 1870 at 1,946. Afterwards, despite the success of the cutlery, the number of residents declined, reaching 1,569, a loss of 18%, by 1915.

In 1880 and 1905, Buckland had a foreign-born population of 20-24%, one of the highest in the county. The town largest groups were from England and Germany. In 1880 Buckland reported the largest number of Germans of any town in the county except Montague.

C. Settlement Patterns:

Significant expansion of settlement at Shelburne Falls with formation of Main Street business district from the railroad depot destroyed in 1876 fire and workers' housing along hillside above the Deerfield River. Buckland Center continued as the civic focus of Clesson Brook farming district.

D. Economic Base:

Lamson & Goodnow remained the dominant factor in the economy of Buckland and Shelburne Falls. In 1875, the total value of manufactured products in the town was reported as \$426,165, placing Buckland third in the county. Of this amount, however, \$400,000 represented the value of L&G's products. Small woodworking shops continued to be operated in other parts of town.

The major new development of the period was the advent of the New England Power Company, which in 1910-11 constructed four hydroelectric plants along the Deerfield River: two in Buckland, and one each in Conway and Florida. The four were part of an even larger scheme of eight originally planned, together with a series of reservoirs in Vermont and transmission lines to other parts of the state. The only other Deerfield River hydro project at this time was an earlier plant built in Buckland at Gardners Falls in 1904 for the Greenfield Electric Light and power Company.

E. Architecture:

Residential: residential construction was generally confined to the Shelburne Falls section of the town although several notable houses were built at Buckland Center and in other scattered locations in the period. Housing at Shelburne Falls consisted primarily of one-and-one-half and two-story houses with sidehall plans most exhibit Stick Style and Queen Anne details, such as porches with turned or sawn wood trim, patterned shingles, gable screens, and polygonal bays. Such houses were built on and above North Street and on Conway Road south of the village. Except for a few double houses, multiple family housing is unknown. Elsewhere in the town, housing of the period reflects the forms of the early 19th century, with four or five bay wide cottages with small center of double chimneys, and side of center entrances; most exhibit little or no decorative details. Of note is a four bay wide, sidehall plan Italianate/Stick Style house at Buckland Center.

Institutional: For institutional buildings, as for residential construction, activity focused at Shelburne Falls in the period, with churches being the predominant building type constructed. Period churches include the 1877 Methodist Episcopal church, a two-story front Italianate structure built after the 1876 fire destroyed the 1852 church and used, since 1906, as the town hall, St. Joseph Catholic church (1888) and the 1906 Methodist Church is one of the town's finest buildings with an asymmetrical plan, tall, square corner tower, and stucco and shingle finishes. The only other institutional building of the period is the one-story hip roofed brick Romanesque Revival library at Buckland Center.

Commercial: Buckland retains several period commercial buildings on North Street at Shelburne Falls. These included the Queen Anne/Colonial Revival Odd Fellows Hall (1877), a three-story, shed-roofed building with Palladian windows and its original storefronts, the two-story brick Aubuchon hardware block, refaced ca. 1960, and several other lesser structures, including a one-story concrete block garage and 2 & 1/2 story frame movie theatre.

Industrial: The outstanding industrial structure of the period is the reinforced concrete Bridge of Flowers. When built in 1908, the Bridge was said to be the longest concrete bridge east of the Ohio River (Kendrick 1937:68). Three hundred ninety-eight feet long with five parabolic-arched spans, the Bridge was constructed by the Ley Construction Company of Springfield and is one of the state's earliest reinforced concrete bridges.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Period:

Continued improvement of auto highway corridor along Deerfield valley from Shelburne Falls with Route 2 as Mohawk Trail and Route 112 through Buckland Center along Clesson Brook valley to Ashfield. Local trolley service abandoned from Buckland to Shelburne across Bridge of Flowers (1927).

B. Population:

Bucklands' population remained relatively stagnant during this period, alternately gaining and losing small numbers of residents. By the period's end the town reported a net loss of only 42 people.

C. Settlement Patterns:

Commercial and economic center remained at Shelburne Falls with development of Main Street north along Route 2 axis. Residential district maintained on hillsides above Deerfield River with modest expansion of area. Civic focus continued at Buckland Center with commercial activities along Route 112. Agriculture remained as primary activity from Deerfield valley south along Clesson Brook to Four Corners.

D. Economic Base:

Buckland's economic development was limited primarily to the Shelburne Falls area, where railroad connections, together with the new Mohawk Trail highway, brought and expanding tourist-oriented commercial prosperity.

About 1918, H.P. Hood & Sons opened a milk station at Shelburne Falls, and as milk routes were established to the surrounding towns, local farmers found it increasingly attractive to sell whole milk there rather than to local creameries.

E. Architecture:

Very little residential construction occurred in the period, except at Shelburne Falls, where several small hip or gable roofed cottages, some of concrete block construction, were built in the 1920s. Other period cottages were observed on Hawley, Hog Hollow and Ashfield Roads. Some small commercial buildings and one two-story concrete block garage were built at Shelburne Falls.

XI. SURVEY OBSERVATIONS

General: Buckland's inventory adequately documents 18th and early 19th century residences, early 19th century institutional and 19th century commercial and industrial buildings. Not documented are post-1830 residential buildings, late 19th and early 20th century institutional buildings and 20th century commercial buildings. District potential exists at Buckland Center, on Hawley Road between Shephard and Cemetery Roads and at Buckland Four Corners. Of special note in the town's architectural history was the presence of master builder Colonel John Ames (1767-1813). Ames's expertise can be noted in the Ozro Field House (1800) and in the Ashfield Town Hall (1813); his influence spread through the region through the work of his apprentices, among them Colonel Howland of Conway, Colonel David Snow of Heath and Charlemont, Charles Pelton, Captain Chandler Carter, his son, John Ames and Major Joseph Griswold of Buckland. Ames's most prominent institutional commissions, in Ashfield, Shrewsbury, Northborough and Marlborough are recognized (Kendrick 1937: 40-41), but his lesser works, residential and commercial, have not yet been studied.

XII. SOURCES

Buckland, Mass., Buckland Centennial, September 10, 1879
(Northampton, 1879?).

Kendrick, Fannie Smith Shaw, The History of Buckland, 1779-1935
(Buckland, 1937).

Robinson, Olive Crittenden, "A Forgotten Clockmaker, Reminiscences of Clock Hollow, Buckland, Mass.," Antiques 34(1938), 140-41.

"Power Development on the Deerfield River, Massachusetts,"
Engineering Record 2/1/1913 (pp. 116-118); 2/8/1913 (pp. 153-157);
2/15/1913 (pp. 181-184)