

MHC Reconnaissance Survey Town Report

COLRAIN

Report Date: 1983

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.



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MHC RECONNAISSANCE SURVEY

DATE: January 1983

TOWN: COLRAIN

I TOPOGRAPHY

Colrain is located on the northernmost border of the Connecticut River Valley study unit and abuts the southern border of Vermont. The town is the second largest in Franklin County, with an area total of 43.2 square miles. Local terrain is characterized by rugged uplands ranging primarily between 1200 feet and 1700 feet above sea level. The greatest elevations occur in the western third of town. The town's highest point is an unnamed peak in northwestern Colrain west of Spruce Hill (1751 feet). Additional prominent points include Stone Mountain (1703 feet) northwest of Adamsville, an unnamed peak (1451 feet) west of McLeod Pond and Fairbanks Hill (1451 feet) in north central Colrain. Elevations are significantly lower east of the east branch of the North River with some points under 1000 feet. The town's uplands are broken by the West and East Branches of the North River. They flow south from Colrain's border with Halifax, Vermont and Heath, respectively and drain into the North river a half mile south of Lyonsville. From this point, the North River continues south, eventually flowing into the Deerfield River at Shelburne Falls. The North River and its tow branches have been the site of the vast majority of Colrain's 18th and 19th century water-powered industries.

The Green River delineates the town's eastern border separating Colrain from Leyden. This river flows to the southeast and joins the Deerfield River in Deerfield. The town's freshwater bodies are limited to several small ponds in northern Colrain and McLeod Pond, a moderate sized pond situated in southwestern Colrain. Local soils range from the rich alluvium of the North River to a sandy loam in the uplands.

II. POLITICAL BOUNDARIES

Originally surveyed as Boston Township Number 2 in 1735, Colrain was named by 1743 after Bacon Colerane of Ireland. Its southern boundary was defined by the Deerfield Northwest line (Shelburne) and Boston Township Number 1 (Charlemont), with a northern boundary at the Massachusetts Province line (Vermont). Incorporated as the town of Colrain in 1761, its western boundary was at Charlemont (Heath) and the eastern line at Bernardston (Leyden). The eastern district of The Gore was annexed from Bernardston in 1779 with a boundary along the Green River (Leyden). Later spelling changed to "Coleraine" during 19th century and redefined in original form as "Colrain" during the 20th century.

III. HISTORIC OVERVIEW

Colrain is a rural industrial hill town on a secondary corridor from Greenfield to Vermont. Located on the southern flank of the Green Mountains, there is native site potential along the North River valley to the Deerfield River, and quarry areas are possible at Catamount Hills. The early settlement during the Colonial period by Scotch-Irish was disrupted by the French and Indian War; several fort sites are intact around the original town center on Chandler Hill, marked by a burying ground. Upland farming expanded in to the North River valley and Christian Hill, with some isolated late 18th century cottages remaining on new County Road near Stewartville. Civic activities relocated to Colrain Center in the North River valley after the Revolution; Federal houses survive at Elm Grove and brick examples in upland farmsteads around Chandler Hill and along Adamsville Road.

There was significant development of water power sites during the early 19th century along the North River with cottage settlements at Girswoldville, Lyonsville, Shattuckville and Adamsville, including an original Industrial period brick mill at Factory Village. Colrain Center remained the civic focus through the late 19th century with Greek Revival churches, a Victorian town hall and a Classical library. Agriculture continued along the North River valley, with several well maintained dairy farms and upland orchards on Chandler and Christian Hill. Industrial villages remained active through the early 20th century with expansion of development from Shelburne Falls, including surviving covered and truss bridges.

Present development is evident along the Route 112 axis to Vermont with erosion of the industrial villages from trucking activity. Colrain Center retains an authentic village character, while resort housing has expanded to scenic uplands from Vermont and the Mohawk Trail.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Colrain is on a secondary corridor from the Deerfield valley to the green Mountain uplands. An important connecting trail to Pocumtuck (Shelburne Falls) along the North River evidently followed the east bank as the axis of Call Road to a presumed fordway at Colrain Center and north along the East Branch as the axis of Route 112. Connecting east-west trail to the Connecticut valley evidently followed from Colrain Center over Chandler Hill as Greenfield-Fort Lucas-Van Neiss Road around Copeland Hill with probable branch north to Green River along the axis of West Levden Road. A secondary route along the West Branch to the western uplands likely followed from the fordway at Griswoldville along Adamsville Road to Taylor Brook as Heath Road with connecting branches conjectured to McLeod Pond on Catamount Hill.

B. Settlement Patterns:

There were no reported native period sites located in Colrain. However, the presence of a relatively diverse upland resource base suggests native occupation likely occurred in several locations. Native period sites probably focused on the North River floodplain particularly focused on the North River floodplain, particularly the broader expanses of the East Branch and lower portion of the North River (between Lyonsville and Shattuckville). An especially inviting location would have been that area in the vicinity of the confluencer of the two branches of the North River. These floodplains provided excellent sites for hunting and fishing encampments. In addition, moderate sized horticultural tracts probably were established on these fertile plains. Smaller fishing and hunting encampments were probably located adjacent to the Green River and scattered about local uplands.

C. Subsistence Patterns:

As mentioned above, native horticulture, fishing and hunting probably took place at several locations.

C. Observation

Colrain's fertile floodplains and extensive network of waterways were capable of supporting a moderate native population. The town was probably part of the Squateag's (centered in present Northfield) primarily upland fishing and

hunting territory. This area most likely roughly encompassed the present towns of Heath, Charlemont, Buckland and Shelburne. However, it is also possible this whole area witnessed use by the Pocumtucks of Deerfield. Some had access via the Deerfield River. The likelihood for evidence of native sites surviving within the North River floodplain is good. Some sites also may survive along the Green River.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes:

Native trails remained as local regional connections from Pocumtuck (Shelburne Falls) along the North River valley with secondary links to the Connecticut River over Chandler Hill.

B. Population:

Colrain probably continued to support a moderate, seasonal native population. The area had no colonial population until the early 18th century.

C. Settlement Patterns:

Native settlement patterns likely were basically the same as those suggested for the Contact period. However, Colrain probably witnessed increasing native occupation with the advent of colonial settlement of the upper portion of the middle Connecticut River Valley in the second half of the 17th century.

D. Economic Base:

The natives probably maintained their traditional subsistence rounds. However, the development of the Anglo-Indian fur trade in the Middle Connecticut River Valley in the late 1630s likely encouraged increased exploitation of the area's fur bearing animal population. Furs and pelts would have been sent to one of several English traders situated in Northampton and Springfield in exchange for trade goods.

It is highly unlikely that there was any colonial utilization of local resources. There were few colonial excursions into the western upland frontier of the study unit during this period.

E. Observations:

Colrain remained exclusively a native resource area. Colonial interest in the western frontier was limited because of its vulnerability to native attack and the availability of higher quality land in the Middle Connecticut River Valley.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

The location of a meetinghouse on Chandler Hill in 1741 and the establishment of a North River mill in 1742 required improvement of the native trail routes to the Colrain district. The primary east-west highway from Deerfield to Chandler Hill is reported as Van Neiss-Fort Lucas Road following Greenfield Road into North River valley (Colrain 1961:3), with a connecting link south to Shelburne Falls presumed along the axis of Call Road. The establishment of the Line of Forts in 1744 required a military highway west from the North River valley; this is reported as following Taylor Brook along Heath-Dwight Road

(Costello, 1975, map). Location of the towns division highways (1751) remain unclear, presumably connecting to Chandler Hill center on the north-south axis as Prolovich Road and segment of West Leyden Road. A highway system on the west side of the North River valley apparently followed an approximate grid to Christian Hill from East and West Branch as York, Hillman, Wilson Hill, Clark and Stetson Road north to south, and Thompson, Combs. Other highways of the period may have included Catamount Hill Road to McLeod Pond and New County Road from Stewartsville to Vermont.

B. Population

Small native bands occupied Colrain for short periods of time into the second half of the 18th century.

The colonial population underwent considerable variation during this period because of Anglo-Indian conflict. In 1751, the colonial settlement consisted of 49 families. This figure dropped to 38 families in 1754. A number of families abandoned this area when Anglo-Indian fighting flared up in the late 1740s and 1750s. The community had increased to approximately 90 households in 1767. The vast majority of the town's settlers were Scotch-Irish Presbyterians who had immigrated from Ireland. Most initially settled in Londonderry, New Hampshire. Smaller numbers moved from the communities of Worcester, Leicester, Concord, Westboro, Boston, Pelham, South Hadley, Deerfield, and Woodstock, Connecticut. They left many of these settlements because of cultural and religious friction with local inhabitants.

C. Settlement Patterns:

Native bands were present in Colrain as late as ca. 1759. Generally, these groups were outside hostile natives who only occupied local upland locations for short periods of time before attacking colonial homes.

Colonial settlement was generally dispersed and occurred on both the North River floodplains and local uplands. The first settlement took place in ca. 1732 when Andrew and John Smith established a home on the uplands a short distance north of the Colrain/Shelburne line and approximately one mile east of the village of Shattuckville. They abandoned this location two years later due to increasing fears of native attack. The first permanent colonial settlement didn't occur until ca. 1738. Prospective settlers were offered 50-acre lots in addition to the rights to 100-acre tracts of undivided land for 100 pounds by the township's three Boston-area absentee landlords. Initial settlement took place primarily in southwestern Colrain between the town line with Shelburne and the village of Colrain. Gradually, settlement spread north of this area into the East Branch floodplain and the uplands overlooking the East Branch. The community's first meetinghouse (initially constructed 1739) was located on "Meetinghouse Hill" (Chandler Hill) immediately northwest of the Chandler Hill cemetery. There is some question as to whether this structure was completed (Holland 1855:II, 337). Three palisaded garrison houses were built between ca. 1740 and 1746 to protect the community from native attacks. Fort Morris was built in ca. 1740 and situated on an upland location approximately one half mile south of the junction of Jurek and Greenfield Roads. Fort Morrison, completed in 1746, was located on the East Branch floodplain opposite Avery Hill. Fort Lucas, built in 1744, was adjacent to the First Lucas Road and north of Copeland Hill. These structures remained in use until the late 1750s. Despite their presence, Colrain was attacked on several occasions by native forces between 1746 and 1759.

D. Economic Base:

Local residents focused primarily on livestock production. Colrain provided are farmers with excellent grazing land. Crop production was probably restricted to the floodplains of the North River and its East and West Branches.

The town's only documented period mill was a grist mill established by James Fairservice in ca. 1742. and located on the site of L. Lyons mill (Holland 1855:II,336).

E. Architecture:

Colrain's early Scotch-Irish population is of great interest in terms of Colonial architecture; there is considerable evidence to suggest that log constructing, a form known to be affiliated with the Scotch-Irish in New Hampshire, prevailed in Colonial Colrain. There is further evidence to suggest that log construction formed a significant alternate construction method in the surrounding region of western Franklin County. Construction of a round-log meetinghouse in Shelburne in 1769 supports this supposition, as do occasional references in several area towns to the first "framed" houses; presumably, the fact of the houses being framed indicates that the earliest houses were not of framed construction. In Colrain, the first schoolhouse, an 18 x 16 foot structure built in 1761, is specifically referred to as being of round logs with shingles over (Sylvester 1879: 753). It is likely that many of the houses and cottages built by the town's first settlers were of log construction. The first meetinghouse was built in 1741-1742; it was originally constituted (in 1750) as a Presbyterian society, reflecting the Scotch-Irish background of the settlers and did not become Congregational until the 19th century. No buildings of the period have survived.

F. Observations:

Colrain was one of the earliest settled area in the study unit's western uplands. The three fortifications in the community were part of the "line of forts" established on the Massachusetts northern frontier in the 1740s, and intended to provide the Middle Connecticut River settlement with a buffer form French and Indian attacks. The town had one of the most extensive Scotch-Irish communities within the Connecticut River Valley study unit. Future research should determine how and if their presence manifested itself in community development such as house types, land use patterns ad political structure. There is an excellent likelihood for the presence of extant archaeological remains of period settlement, particularly on the North River, its East Branch and the town's eastern uplands. Efforts should be made to insure the continued protection of the sites of Forts Morrison, Lucas and Morris from development. Plans should be made for the establishment of interpretive displays on each of these sites, since they were such an important part of the period settlement.

VII. Federal Period (1775-1830)

A. Transportation Routes:

The relocation of the meetinghouse to Colrain Center in 1788 required improvement of the North River corridor along the axis of Route 112 to Halifax (Vermont) and Shelburne Falls with secondary connections east-west to Adamsville and East Colrain.

B. Population:

Colrain's population grew by 150.3% between 1776 and 1790 the highest growth rate of any town in the county for these early years. This rate ceased and the population peaked shortly after 1800 at just over 2,000 people, making Colrain the largest town of any in the county, topping Conway that year by one person. Since then, the number of residents in the town has gone through a slow and fluctuating decline. By 1830 the town's population stood at 1,877.

C. Settlement Pattern:

D. Economic Base:

Predominantly agricultural economy with small saw and grist mills established at Shattuckville, Elm Grove, and Willis Place by 1790. Colrain grew dramatically in the period 1776-1800, but the population seems to have been almost entirely agricultural. The earliest manufacturing appears to have been the small cotton mill erected by Warren Wing in 1814 - by 1832 producing yarn and cloth for Troy, NY, valued at \$6,590. The largest product value reported by any mill in 1832 was that of the sash and blind factory of Joseph Griswold. Griswold had made a trip to Detroit in the early part of the century and there saw sashes, doors and blinds being made by machinery. The operation was said to so fascinate him that upon his return to Massachusetts he started a small shop in Ashfield, which he soon moved to Buckland, and in 1828, to Colrain. To sashes, doors, and blinds, Griswold soon added the production of wooden boxes, for the manufacture of which he invented a machine to cut the product out of maple plan (Stone, 434). By 1832 Griswold was producing \$13,000 worth of lather boxes, window blinds, and other products, and was shortly to expand into cotton textiles.

E. Architecture:

Residential: Approximately a dozen and a half residences of the Federal period are known to survive in the town. Of these, the majority are located at the town center and at Foundry Village; other houses are located on Route 112 along the East Branch of the North River, on Thompson, Wilson Hill and Christian Hill Roads. Of some dozen houses known, most are double interior or end chimney, center hall plan structures, with very few center chimney structures known. The preponderance of the center hall plan suggests that most houses were built after 1800. Both center chimney and center hall cottages were also observed. In areas of early industrialization (Foundry Village, Griswoldville), a few Federal cottages with sidehall plans were noted. Of special note for the town's period residential architecture is the use of brick. A number of very fine brick houses were built in the period, including the Deane House (ca. 1810) and four, other examples. One brick cottage was observed. Of these, the finest is a house on Foundry Village Road which features an exceptionally intricate modillion cornice, palladian window and fanlight. The quality of the town's middle to late Federal period architecture indicates a dramatic increase in prosperity from the 1780s, when disaffected and financially distraught Colrain took an active part in Shay's Rebellion (Holland 1855:344).

Institutional: Institutional activity of the period included the founding of several churches and the construction of number of schoolhouses. In 1786, a splinter group of the first church broke away and built a meetinghouse two miles southeast of the mother church; the two factions reunited in 1827. The 1742 meetinghouse of the first church was replaced in 1788; in 1819, the affiliation of the church changed from Presbyterian to Congregational.

Baptist churches were organized in 1780 (meetinghouse, 1780) and 1786 (meetinghouse, 1797). The 1797 Second Baptist meetinghouse at Christian Hill is the only Federal institutional building extant; it is a center entrance one-and-a-half story building with a square cupola. Fifteen district schoolhouses stood in the town by 1830.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

The primary corridor remained as North River valley (Route 112) from Shelburne Falls to Colrain Center with local connections to mill sites on the west side at Shattuckville and Foundry Village. No railroads were projected or constructed through the area. A restored covered bridge remains intact at Lyonsville (ca. 1850).

B. Population:

Colrain's population remained essentially stagnant for much of the period, gaining and losing small numbers of people alternately. By 1870 the town had lost only 135 residents.

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Colrain's population in 1855 included 20 Irishmen --about the extent of its foreign-born population.

C. Settlement Patterns:

Civic focus was established in Colrain Center with a meetinghouse (1834) and a Methodist church (1836). Economic development of North River mill sites continued with factories at Foundry Village (1834) and Griswoldville (1832) maintaining industrial activity at Shattuckville, Lyonsville and Adamsville as series of mill villages. Secondary settlement remained at Elm Grove on East Branch with local agricultural villages on Christian Hill and at East Colrain on Green River. Upland farming continued active around Chandler Hill and Christian Hill with productive lowland agriculture in the North River valley.

D. Economic Base

In the Early Industrial period, the water power of the North River and its branches was developed, and, unlike most of the other hill towns, whose limited water power was used in the manufacture of wooden products, Colrain's manufacturing industry was dominated by the manufacture of cotton textiles and, to a lesser extent, of iron products.

The period witnessed the expansion of Joseph Griswold's manufacturing base, with the construction of two cotton mills at Griswoldville and, in 1865, of a third at Willis Place in Foundry Village. By 1855 the company was making two million yards of print cloth annually. At Shattuckville, William Shattuck, a Shelburne Falls merchant, rebuilt the early Wing mill and by 1855 was producing half the quantity of the Griswold mills. The two companies together produced cloth valued at 67% of the entire cotton cloth production of Franklin County.

By 1837 two foundries had been started in Colrain. However, with a product value reduced from \$17,500 to \$5,950 by 1845, their prosperity appears to have been limited. A decade later they were closed.

Despite the prominence of these industries, the town's vast timber resources didn't go unnoticed. As the town with the greatest land area in the county at the time (43.2 square miles), it reported 14 sawmills in operation in 1855, five broom handle shops, two for making washboards, and one each for turning of lather boxes, wagon shafts, and building trim.

The town was also prominent in agricultural products during this period. For much of the period Colrain was the second highest wool producing town in the county, following Ashfield. The tariff of 1828 had brought about a tremendous demand for fine wool, only a third of which could be supplied by existing flocks in the state. A craze developed for raising the Saxony and Merino breeds of sheep. Although most of the towns in the county reported small quantities of Merino wool in the 1830s, Colrain reported a total clip of Merino wool of 12, 135 lbs. Although the quantity fell in succeeding decades, however, these figures declined and for the rest of the period the town did not retain the same prominence in these products.

E. Architecture:

Residential: residential construction occurred in the period, both in rural locations and at the several industrial villages that developed in the period. In general, rural farmhouses and cottages tended to retain traditional plans with double or center chimneys and center entrance, five bay front. Greek Revival and Italianate cottages and houses of this type were observed on Route 112 and Adamsville Road. Of note is an end chimney brick Greek Revival cottage at Elm Grove. Also notable is the presence of a group of large Greek Revival cottages, unusual for their gable front, five bay fronts and deep two-story roofs. At Colrain Center and Foundry Village, traditional double interior and center chimney, five bay front cottages were also common; most were probably built in the 1830s and 1840s. At Shattuckville, and Griswoldville, the town's two major industrial villages, one and one half and two story Greek Revival and Italianate workers' housing was constructed. In addition to ca. 1850 sidehall plan cottages, back to back double houses four bays long by two bays wide were also built, probably in the 1860s. Some earlier Greek Revival double house of the same plan were noted at Shattuckville. Of note is the presence of an octagon house on Griswold Street.

Institutional: Several of the town's institutional buildings date from the Early Industrial period. These include the Greek Revival Baptist Church (1834) at Foundry Village and two brick churches at Colrain Center. These are both currently known as the Colrain Community Church, but were probably built as the third meetinghouse of the First Congregational Church (1843; remodelled 1853) and as the Methodist Church (1836). The First Congregational is a two-story center entrance structure with two-stage Greek Revival steeple and Italianate window treatment; the Methodist Church is unusual for its Gothic Revival style features including lancet windows. While St. John's Catholic Church is dated 1833, it appears to date from the late 19th century. While no period schools were observed, it is likely that a number of schoolhouses have survived in residential use, given the fact that 19 school districts existed in 1855.

Commercial: Period commercial buildings survive at Colrain Center, Griswoldville and Shattuckville. These include a two-story Greek revival

hotel with one-story veranda at Colrain Center and several 1 & 1/2 and two story Greek Revival storeblocks. One of the best preserved of these is a two story center entrance store at Shattuckville.

Industrial: A number of industrial buildings survive from the period. These include a small mid 19th century mill at Adamsville, a grist mill (ca. 1850) on Heath Road, the 1 & 1/2 story brick foundry at Foundry Village, a three story frame building at Shattuckville and a large brick mill at Lyonsville. Major elements of the North River Water Power System, including dams and a canal, survive.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

North River corridor improved with an electric freight trolley line from Shelburne Falls to Colrain Center (1896) along the axis of Route 112 through Shattuckville, Griswoldville and Lyonsville. Iron truss remains intact at Shattuckville, ca. 1890.

B. Population:

As in the preceding period, Colrain's population remained steady, fluctuating slightly up and down in succeeding period. By 1915, with a population of 1,829, the town in fact had made a modest 4.9% gain over 1870 one of a relatively few towns in the county to report a gain in population, and in large part probably due to the continuing prosperity of the cotton mills.

By 1880 Colrain's foreign-born population (15.8%) was made up almost wholly of French Canadians (85.7%), who had come south to work in the mills. By 1905, though there were fewer Canadians, the group was still the dominant influence.

C. Settlement Patterns:

Colrain Center remained as the local civic and commercial focus of the North River valley, with a series of industrial villages extending along the trolley line to Shelburne at Lyonsville, Griswoldville and Shattuckville, including local centers at Foundry Village and Adamsville. Upland farming was maintained on Christian Hill with local focus on Clark Road and lowland agriculture along East Branch valley with the center at Elm Grove. Secondary farming villages existed along the Green River at East Colrain and Stewartville with upland agriculture extending to Chandler Hill.

D. Economic Base:

The two cotton mills (with an employee roster of 234 men and women in 1880) remained the dominant factor in Colrain's economy. In 1875 the total value of manufactured products in the town was reported as \$390,622, placing Colrain fourth in the county. Of this amount, however, \$377,000 represented the product value of the two cotton mills. Of the remaining amounts, much of it was in wooden products - lumber, butter boxes, wagons, etc.

In agricultural products in this period, the town was one of the lights of the county. The total value of selected agricultural products (\$156,521) placed it third in the county after Deerfield and Greenfield, while in the quantity of eggs, cheese, butter and Indian corn, the town ranked 1st, 2nd, 4th and 6th respectively.

The Shelburne Falls and Colrain Street Railway opened in 1896, following by a year a similar electric street railway in Conway. Both were designed to carry freight as well as passengers and were viewed as the saviors of the town's declining industrial economies, by linking the towns with the Fitchburg main line. Incorporators of the line included Lorenzo Griswold and Clifton L. Field, directors of the two cotton companies.

E. Architecture:

Residential: The majority of the construction which occurred in the period took place in the industrial villages of Shattuckville and Griswoldville. Griswoldville witnessed the greatest expansion with several streets of sidehall plan 1 & 1/2 story Queen Anne workers' cottages built in the 1870s and 1880s. Also built were Queen Anne double houses. A similar cluster of well-preserved small sidehall plan Italianate cottages with polygonal bays was also noted on Route 112 at Colrain Center. Other period houses were noted on Route 112 and on Adamsville road, but these consist of a few isolated examples. At least one house, a brick Federal structure at Elm Grove, was updated with a mansard roof in the period.

Institutional: Institutional buildings of the period include Memorial Hall (1888), a small frame Queen Anne building with a hip roofed cupola, the Griswold Library (ca. 1910), a one-story granite Beaux-Arts classical structure with a hip roof, semicircular end bays and pedimented entrance and St. John's Catholic Church (ca. 1885), a frame Stick Style building at Griswoldville. Of these, the finest is undoubtedly the Griswold Library (architect unknown). Also dating from the period are the Colrain Center Post Office (ca. 1910), a pleasantly detailed Colonial Revival building, and the Colonial Revival Griswoldville school (ca. 1910).

Commercial: Only two major commercial buildings are known for the period, both at Colrain Center. One is the two and a half story, flat roofed Colrain Inn, with the two-story verandas which were the hallmark of the rural inn, and a three story, eight bay long brick commercial block with residences above. Both appear to have been built ca. 1890.

Industrial: The major industrial building of the period is the brick Kendall mill at Griswoldville, approximately 24 bays long and five bays wide with a gable roof. The Lyonsville Covered Bridge, a laminated arch and butt truss, was built in 1870.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

There was abandonment of the street railway service to Shelburne Falls in 1927 and improvement of the North River corridor to Vermont as Route 112, including concrete-truss bridges at Griswoldville in 1937 and Spur Brook (ca. 1935) still intact. Other local concrete bridges remain intact at Adamsville across the North River.

B. Population:
Colrain's population began a more rapid decline after 1915. By 1930 it had reached its nadir of 1,391 with a loss of 24 % of its 1915 population. Although the figure rose dramatically in the succeeding five years, the period closed with a net loss of 18.1%.

C. Settlement Patterns:

Colrain Center was maintained as the local civic focus with industrial activity along the North River valley at Griswoldville, Adamsville and Foundry Village. Lowland agriculture maintained along the East Branch valley with upland dairy farms on Chandler Hill and Christian Hill.

D. Economic Base:

No new industries identified. The street railway only postponed Colrain's decline. After passing through a succession of owners, the Shattuckville cotton mill finally closed and was demolished in the 1920s. Faced with declining revenues and rising expenses, the street railway closed in 1927. By 1930 the town's major industry was limited to the Griswoldville Manufacturing Co., still privately held by the Griswold family. Since 1874 the company had also operated a mill in Turner's Falls; by 1930, the three mills employed 350 operatives producing sheetings, gauze, buntings, interlinings, and crinoline.

E. Architecture:

No significant period architecture observed.

XI. SURVEY OBSERVATIONS

General: Colrain's inventory is relatively complete for most pre-1830 residences as well as for significant institutional, commercial and industrial structures. Forms are neatly filled in and include good photographs. Historical data, including use, original owner and construction date, is, however, lacking. As the inventory was done by an out-of-town agency, no historical information or research has been completed. In addition to completing historical data, inventory forms recording mid to late 19th century industrial development of Griswoldville and Shattuckville should be completed. Industrial, commercial and institutional buildings should also be more fully documented. Of particular note in Colrain is the excellent quality of landscape preservation, both rural and industrial. All the villages of the town survive in substantially unaltered condition.

XII. SOURCES

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