

MHC Reconnaissance Survey Town Report

CHARLEMONT

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.



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MHC RECONNAISSANCE SURVEY REPORT

DATE: October 1982

COMMUNITY: Charlemont

I. TOPOGRAPHY

Charlemont is situated in uplands of western Massachusetts. Elevations range primarily between 1000 feet to 1500 feet. However, several points in southwestern and northeastern Charlemont reach over 1700 feet. The town's highest point is Pocumtuck Mountain (1872 feet) located in the northeastern corner of Charlemont. These uplands are broken by the Deerfield River floodplain which extends the width of the town and several north-south intervals associated with Deerfield River tributaries. Elevations in the Deerfield floodplain rarely reach over 570 feet. Local drainage is good. The only marshland is restricted to a single small tract north of Bald Mountain. The Deerfield River enters Charlemont in its northwestern corner and extends east eventually flowing into the Connecticut River in Deerfield. Locally, the Deerfield is fed by a large number of streams and brooks, the largest of which is Mill Brook. The town has no freshwater bodies. Charlemont's most productive soil is the rich alluvium of the Deerfield floodplain.

II. POLITICAL BOUNDARIES

Originally surveyed as Boston Township Number 1 in 1736 called Charley's Mount extending north to the Line of Forts established in 1744 (now Rowe and Heath). Eastern boundary established with Colrain in 1761 and southern boundary along axis of Deerfield River. Incorporated as town of Charlemont in 1765 with southern section from Deerfield River annexed from Province lands in 1744 (Hawley). Southeast section along Deerfield River included within town of Buckland in 1779 and northern district included within towns of Rowe and Heath in 1785. Eastern district of North River (Shelburne) annexed in 1792 and western district of Zoar annexed in 1838 forming boundary with Florida (1805).

III. HISTORIC OVERVIEW

Rural recreational center along primary corridor from Greenfield to North Adams. Located in Hoosac uplands with native site potential along north bank of Deerfield River Valley (Mohawk Trail) and on south bank at Cold Brook. Early axis of settlement to Berkshire highlands along the Deerfield River by mid-18th century at Mill Brook, although disrupted by French and Indian War, with some late Colonial houses well preserved around East Charlemont Oxbow. Significant agricultural development in Deerfield Valley by late 18th century with series of street villages along Mohawk Trail at Charlemont center, Hartwell Brook meetinghouse site and East Charlemont, including several stylish brick Federal houses. Limited agricultural potential in adjacent uplands to Rowe and Heath with some early 19th century cottage farmsteads on Legate Hill, Harris Mountain and Brunt Hill Road, including reconstructed covered bridge over Mill River (Route 8A). Civic and commercial focus developed at Charlemont center during Early Industrial period with Greek Revival churches and hillside houses. Continued expansion with Hoosac Tunnel railroad connections after Civil War along Deerfield River, including original truss bridge at Zoar Road. Charlemont center maintained growth through Late Industrial period with brick business blocks and Victorian town hall. Mohawk Trail developed as early auto highway after First World War with original

period tourist cabins, souvenir stands and Early Modern restaurant along Route 2 axis. Agriculture remained as primary activity in Deerfield Valley through mid-20th century with notable dairy barn at East Charlemont. Present development most obvious as tourist commercial activity along Mohawk Trail at east Charlemont and Cold River gradually eroding historic fabric and agricultural landscape along Deerfield Valley. Charlemont center retains integrity despite traffic volume, while upland farms have been restored as recreational homes from ski resort development.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Primary corridor between Connecticut and Housatonic valley through Hoosac Range along Deerfield River. Mohawk Trail (Route 2) documented as major east-west route from North River fordway along north bank of Deerfield valley with ford site at Tower Road to south bank following Cold Brook up Hoosac Mountain (Sylvester, I 1879, p.712; Costello, 1975, map). Connecting trails from Deerfield valley north are reported along Rice Brook to Legate Hill Road (Rowe) and possibly along Hartwell, Avery and Wilder Brook (Heath). Similar connections likely from south bank along Chickley River and Hawk's Brook (Hawley).

B. Settlement Patterns

There were no reported contact period sites in Charlemont. Several undated native sites are located on the Deerfield River floodplain in the vicinity of the river's confluence with the Cold River. Charlemont's description in secondary sources as an important native hunting area and the town's rugged terrain suggests period settlement consisted primarily of seasonal hunting and fishing camps. The Deerfield River floodplain was most likely the focus of native sites, especially those areas where the floodplain broadens substantially, including between the villages of Zoar and Charlemont and between the confluence of the Deerfield River and Hartwell Brook and the village of East Charlemont. The eastern summit of Todd Mountain is reputed to have traditionally been utilized as a native lookout.

C. Subsistence Base

The fertile alluvial soils of the Deerfield River floodplain likely were utilized for native crop production. Native fishing probably focused on the Deerfield and its larger local tributaries such as the Cold and Mill rivers. Native hunting most likely took place on the floodplains and the surrounding hills.

D. Observations

Charlemont probably supported a moderate sized native population when considering the presence of a major river and a moderate amount of good horticulture land. This area was probably utilized most heavily by the Pocumtucks centered in present Deerfield. Charlemont's location on the Mohawk Trail, a native regional corridor between the upper reaches of the Hudson River Valley and the Connecticut River Valley, suggests the area was the site of considerable native travel between these two regions and intermediate locations. The greatest likelihood for extant period sites should occur on the Deerfield River floodplain, particularly between the villages of Zoar and

Charlemont and between the Deerfield River and Hartwell Brook confluence and the village of East Charlemont.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes

Deerfield River remained as a major corridor to Hudson Valley from Deerfield along Mohawk Trail (Route 2).

B. Population

There were no figures for the area's native population. Charlemont lacked a colonial population until the 1740s.

C. Settlement Patterns

Native settlement patterns probably remained basically similar to those suggested for the preceding period. This area may have witnessed increased native occupation due to the gradual spread of colonial settlement in the Connecticut River Valley, the traditionally focus of native settlement.

D. Economic Base

The traditional native subsistence patterns likely were retained. However, it is very likely there was a growing native focus on the trapping of fur-bearing animals. These furs could be readily sold to Dutch or English traders/merchants centered in the fur trade centers of Springfield and Hartford.

Colonial exploitation of Charlemont's resources probably did not occur until the 18th century.

E. Observations

Charlemont probably remained an important resource area for the Pocumtucks of Deerfield. Research should determine to what degree Charlemont was incorporated into the Anglo and/or Dutch fur trade systems existing during this period.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Mohawk Trail improved as River Road along Deerfield Valley (ca. 1750) with fordway at Tower Road (Sylvester, 1879, IP. 712; Costello, 1975 map). Construction of Line of Forts (1744) required military highways north to highlands (Rowe and Heath) with improvement of Rice Brook - Legate Hill Road as Fort Pelham highway and Willis Brook, Heath and Oxbow Road as highways to Fort Shirley and Charlemont meetinghouse (1753). Other period highways included Heath road along Mill Brook and Turnpike from Cold Brook to Zoar fordway along Deerfield (1769).

B. Population

It is unclear what the figures were for the area's native population. The

Colonial settlement underwent very little growth until termination of the French and Indian wars in 1763. Throughout the 1740s, Charlemont's population amounted to approximately three families. In ca. 1754, the community had only increased to 12 families. The figure stood at 30 families in ca. 1762. The first sign of a substantial population increase did not occur until ca. 1765 when Charlemont's population had grown to 665 residents (Figure for Old Charlemont - Charlemont, most of Heath, a portion of Buckland). The figure remained the same in 1776. The town's first settlers moved from Rowe and Heath. The majority of Charlemont's post-1760 residents were former Lancaster, Worcester and Deerfield residents.

C. Settlement Patterns

Natives continued to occupy Charlemont until the first Colonial settlement in the early 1740s.

Colonial settlement during this period was limited and dispersed. Most of the area homes were built on the Deerfield River floodplain. The first settlement was initiated in ca. 1742/43 when Moses Rice erected a home at the southern foot of Warfield Mountain slightly west of the junction of Route 2 and Warfield Road. Shortly after Othniel Taylor established a home on the Deerfield floodplain a short distance east of Route 2's junction with East Oxbow Road. These homes were abandoned in 1746 after the attack and destruction of Fort Massachusetts by French and Indian forces. Rice's home and livestock was destroyed by hostile natives after abandonment. Resettlement did not occur until ca. 1749. However, settlement expansion was minimal until the early 1760s because of the area's continued exposure to native attack. Between 1749 and 1775 the majority of the Colonial settlement took place in and around the village of Charlemont and East Charlemont. Three small pallisaded defensive structures were built around several homes in ca. 1754. Hawk's Fort was located on the south side of the Mohawk trail slightly west of its intersection with Legate Hill Road, Rive's fort was situated slightly east of the site of his first home and Taylor's fort was located on the previously mentioned homesite of Othniel Taylor.. Three separate attempts were made to build a community meetinghouse. The first two meetinghouses (1753, 1762) were never completed and were situated on one of two locations. The first site was in Charlemont at the muction of Harris Heath adjacent to the South Cemetery. The first completed meetinghouse was finished in ca. 1772 and located in Heath just north of the present Charlemont/Heath line.

D. Economic Base

Agriculture was the primary economic pursuit of local residents. The Deerfield floodplain was the site of local crop production while the uplands were used for livestock grazing. Charlemont had a well-developed industrial base for settlement of its size. The first gristmill was established by Aaron Rive possible as early as 1745 on Mill Brook in the vicinity of its junction with Route 2. Several years later, he built a sawmill adjacent to the firstmill. Othniel Taylor began operation of a sawmill in East Charlemont on Wilder Brook slightly north of its confluence with the Deerfield River prior to 1775. A third mill operation (Grist and sawmill complex) may have been established near the mouth of Hartwell Brook in ca. 1760 (Costello 1775: N.P.). One source claimed bricks were produced locally as early as ca. 1767 (Sylvester 1879: II, 763). Local timber was sold to Deerfield while potash was sent to Boston for payment of taxes. Some trade was carried on with natives. Animal furs and deer hides were sent west to Albany. Othniel Taylor began operation of the settlement's earliest tavern in ca. 1760 on the site of A.C. Baker's home.

E. Architecture

The first houses constructed in the town were built in the early 1740s and abandoned in the middle years of the decade for reasons of safety from native attack. Permanent settlement occurred after 1750. Local histories indicate that framed (post and beam) houses were not built until the 1760s and state that the first houses were of log construction. Such statements seem to suggest that the first houses (in Charlemont and in other neighboring frontier towns as well) were of vertical plank or post construction. The early presence of sawmills indicates that vertical planks would have been available for building material. The first meetinghouse of 1754, which was never finished, was replaced in 1762 by a meetinghouse of 35' x 30' x 18' dimensions. A thorough building description exists for the building in the town records and indicates that chambered boards would cover the exterior. The third meetinghouse (45' x 35' x 20') was built in 1767. Three schools were built in 1773. Two taverns, the Othniel Taylor Tavern (ca. 1760) and the Hall Tavern (ca. 1760) operated in the period. Hall's Tavern, a two-story center-chimney structure, still stands.

F. Observations

Charlemont was one of the northernmost settlements in the Connecticut River Valley study unit. This community was an integral part of the "line of forts" established on the study unit's northern frontier during the mid 1740's and 1750's to protect those valley settlements further south from French and Indian attacks. Charlemont also was a resource area for the Middle Connecticut Valley and Hudson River Valley commercial centers of Deerfield and Albany. Contact with these settlements was expedited by Charlemont's location on the Mohawk trail, a major colonial east-west corridor. Considerable archaeological evidence of the period settlement should survive throughout the lightly developed Deerfield Valley. However, the river area should be periodically monitored for eroding sites since a number of homes and the settlement's three defensive structures were built on a short distance from the Deerfield.

VIII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

Location of Charlemont meetinghouse at Hartwell Brook (1786) fostered expansion of local highway connections to uplands with Burnt Hill and Harris Mountain Road to Heath, Maxwell, Warner and Ridley Road to Rowe and Zoar Road to Monroe along Deerfield River gorge. Connecting highway from South River included West Hawley (Route 8A) and East Hawley Road from Charlemont fordway. Improvement of Deerfield River corridor with Fifth Massachusetts Turnpike (Ca. 1805) along River Road (Route 2) to Hoosac Range.

B. Population

Charlemont's population grew by 60.1% in the period 1760-1830, making it one of the fastest growing towns in the county. Its rate was substantially above the 36.2% county average, though it was exceeded by its neighbors Heath, Hawley, and Rowe. In 1830 Charlemont's population stood at 1,065.

C. Settlement Pattern

Civic focus relocated from Heath uplands to Deerfield valley with meetinghouse at Hartwell Brook (1786). Local commercial center continued to expand at Charlemont village along River Road (Route 2) with secondary center at East Charlemont and mill village at Zoar. Highland farming expanded to limits on available uplands around Bald Mountain and Legate Hill with primary agriculture along Deerfield River meadows.

D. Economic Base

Predominantly agricultural economy with small saw and gristmills. Settlements at both Zoar and East Charlemont probably begun in this period. At Zoar, sawmill and tannery erected; tavern in 1812. At East Charlemont, industries begun by Ruel Thayer about 1800 dominated the town's limited industrial growth. Thayer built a dam and power canal from the Deerfield River for a sawmill, foundry, edge tool factory, tannery, and clothing works. By 1832 Josiah Pratt's triphammer was producing axes and other edge tools worth \$7087. At least two shops in town put out material for the home manufacture of palmleaf hats. Agriculturally, the soil made good grazing land, with some large dairies and flocks of sheep reported by the 1830s. Many cattle were annually sent to market from Charlemont grazing lands.

E. Architecture

Residential: Great expansion occurred in the Federal period and many of the houses standing in the town date from that time. Most of these are located along Route 2, but others were observed on Heath, North Heath and East Oxbow Roads. The majority of the structures are houses, most with center hall plans and double interior or end chimneys. In general, cottages retained the center chimney plan through much of the period. Approximately two dozen period structures survive. Among the houses are several brick examples: at least two of the brick houses incorporate twin rearwall chimneys, a feature not commonly employed in the region. Both gable and hip roof were used. Very few houses are dated but most appear to have been built after 1800. Notable examples include a double pill, end chimney plan brick house on Route 2 between Heath and Harris Mountain Roads and an end chimney house at East Oxbow Road and Route 2, unusual in that it incorporates a brick first floor with a clapboard second floor. This may indicate that the house was raised from a cottage by being placed on a high brick basement. Among the houses they are undoubtedly several built by Charlemont's foremost early 19th century builder, Colonial David Snow (Healy 1965:92) an apprentice of Buckland's builder, Colonel John Ames.

Institutional: In 1788, a new meetinghouse was constructed to replace the 1767 meetinghouse. The earlier structure, which stood in present day Heath, became the Heath meetinghouse in 1789. The 1788 Charlemont meetinghouse was not completed until 1804 and is not thought to survive. Inventory form CV:45 of the Charlemont Survey identifies a structure at the junction of Routes 2 and 8A (opposite the Town Hall) as the 1769 meetinghouse; the form would appear to be in error as all previous local histories place the 1769 meetinghouse in Heath. Rather, the identified building, CV:45, is more probably the 1825 meetinghouse of the Independent Congregational Society (Unitarian) organized in 1825 and sold in 1861 to the Methodists. In any event, the building is a two-story gable roofed Federal/Greek structure with pillasters and a domed belfry. Other churches founded in the period (in addition to the Unitarian)

were the Baptist (1791; meetinghouse identified on the 1830 map, only one, the East Charlemont School (1828), survives. That building is a one-story brick structure, two bays wide by four long with a side entrance.

Commercial: Extant Federal commercial buildings include the Wells Store (ca. 1820), a two-and-a-half story, gable front, center entrance structure, and the Charlemont Inn (1797), a large double chimney Federal house with a five bay, center entrance facade. Carriage sheds to the side of the Inn have been converted to commercial use.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

Continued improvement of Deerfield Corridor with Troy and Greenfield Railroad (1868) along south bank with crossing above Cold Brook to Zoar through Deerfield River bridge (Route 8A).

B. Population

Charlemont's population, probably fueled by its position on a major transportation corridor, remained relatively constant in the Early Industrial period, unlike most of her neighbors, which showed declining rates. Between 1830 and 1870 the number of residents fluctuated up and down slightly, but by 1870 the population was only 60 persons lower than forty years previous.

In 1855 Charlemont reported 10 persons of foreign birth. Of these, five were natives of Germany and Holland, perhaps attracted by the small edge-tool industry.

C. Settlement Pattern

Civic focus relocated to commercial center at Charlemont village (1845) with secondary focus at East Charlemont and Zoar mills along Deerfield valley. Opening of railroad connections along Deerfield River created depot village on south bank opposite Charlemont center. Primary agriculture remained along Deerfield valley with highland farming to Heath and Rowe.

D. Economic Base

Economy remained predominantly agricultural, though with an expanding industry in small woodworking and edge-tool shops. With the establishment of Silas Lamson's scythe snathe shops at Cumminton and Shelburne Falls in the 1830s, Charlemont also picked up the industry, by 1855 producing \$15,000 worth, the town's largest industry that year in terms of product value. In that year also two hundred women were employed in the home manufacture of palm-leaf hats.

With the incorporation of the Troy & Greenfield Railroad in 1848, led by two Charlemont residents (Roger Leavitt and Samuel Potter), the town expected the imminent arrival of industry to tap the available water power. When the line finally opened on the south side of the river twenty years later, these expectations proved unfounded.

E. Architecture

Residential: Approximately four dozen houses of the period have survived in Charlemont. While the pattern of dispersed settlement along Route 2 and secondary roads continued well into the period, by the end of the period, a

well defined village had developed at Charlemont Center. Cottages and houses were built in nearly equal numbers and no one plan type predominated. Center and end chimney plans remained quite common through the 1850s, especially for cottages, most of which exhibit five bay center entrance facades and modest Greek Revival detailing. For two-story houses, double chimney, center hall plans were typical. Least common, although not unusual, was use of the sidehall plan.. At least one Greek Revival cottage with a projecting gable front and recessed Doric portico was noted, but in general, houses of the period were more simply detailed. Of note is the presence of several houses with gable front, three bay wide, center entrance in a three bay front was confined to commercial structures, but several residences of this plan, including one double house, were constructed in Charlemont.

Institutional: A fair amount of institutional activity occurred in the period as settlements at Charlemont and East Charlemont matured. In 1845, the present Federated Church was built by the First Congregational Society. The structure is a two-story Greek Revival style building with a two stage square belfry. In the same year, the East Charlemont Congregational Society was organized. Two years later, that society built their church, a well-detailed double entrance Greek Revival building with domed belfry and Doric portico in antis; that building still stands, on Route 2 near West Oxbow Road. Also built in the period were a Methodist church (1834-37; 38' x 44', burned 1861) and the Grove Academy (1839), a three story brick and frame building with a cupola, which burned in 1868. The only extant educational building is the Center School (ca. 1850), a two by three bay, one-story frame building with side entrance.

Commercial: Charlemont is particularly fortunate to retain several commercial buildings of the period at the town center. Among these are the Avery Store (ca. 1846), a three-story frame Greek Revival building and a very well-preserved two-story Greek Revival store of ca. 1840 which retains its original storefront.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

Deerfield corridor remained as primary railroad route to Hoosac Tunnel (Boston and Maine). No street railways projected or constructed through area. Significant improvement of Deerfield corridor with Mohawk Trail as early auto highway (1914) along River Road (Route 2) through Charlemont with bridge at Tower Road following Cold Brook valley to Hoosac summit through Mohawk trail State Forest.

B. Population

Charlemont's population, as in the preceding period, fluctuated slightly but showed a new loss by 1915 of only 28 persons. One period of growth, between 1880 and 1900, is probably attributable to the activity of the Davis mine. The town's foreign-born population remained small, though by 1905 the major group was from French Canada.

C. Settlement Pattern

Charlemont center remained as economic and civic focus with development of business blocks along River Road (Route 2) and secondary village at railroad depot.

Local mill village expanded at Zoar with Hoosac Tunnel railroad depot. local mill village expanded at Zoar with Hoosac Tunnel railroad connections (1875), while East Charlemont declined as commercial village. Agriculture remained as primary activity along Deerfield valley with dairy farms on uplands.

D. Economic Base

By the 1870s, much of Charlemont's limited industrial diversity had already disappeared. By 1875 seven sawmills and two shops for scythe snathes and chair stock were the major industries.

In the 1880s, with the opening of the Davis mine in Rowe, Charlemont experienced a prospecting craze as numerous companies were formed in the unrealized hopes of copying the success of the Davis mine. The mine, however, was not without its detractors. Since the mine and the village of Davis were in Rowe, the company paid no taxes in Charlemont, and there was constant friction over the damage to the road to the depot at Charlemont. The acid ore which spilled from the wagons also killed many trees along the route through Charlemont; and the liquid mine waste, pumped into Mill Brook, killed the fish not only in that stream but in portions of the Deerfield River itself. But in the heyday of the mine, Charlemont benefited. The mining company was responsible for an annual local payroll of \$100,000, much of it spent in Rowe and Charlemont, whose merchants and farmers profited thereby (Healy). The Davis mine, together provided the Troy and Greenfield depots with nearly the greatest tonnage shipped of any town on the Fitchburg line.

Other mineral operations in Charlemont in this period included the crushing plant and loading station of the Massachusetts Talc Company at Zoar, employing twenty-five men' and a mine on Mount Peak, on the southside of the river, where 12-15 men were employed (1903-10) excavating iron ore deposits.

In 1891-92 two shops were begun which in the succeeding period would become major features on the town's economy. In 1891 W.M. Pratt established a rake handle factory, later operated by Herman Harris. The following year H.H. Frary built a carriage shop employing 30-40 hands; the mill also produced spools for Northampton silk mills. Frary is said to have been the inventor of the first successful automatic wood-turning machines, and the development of the wooden implement shops in the 1890s may be related to this invention.

Dairy products remained an important element in the town economy. The Charlemont Creamery Association was established in 1893, but after a fire destroyed the plant, the business was moved to Shelburne Falls and more central location.

E. Architecture

Residential: Most of the housing constructed in the period was built at Charlemont Center and consists of one-and-one-half and two story sidehall plain single family structures. Approximately a dozen and a half houses of this type stand along Route 2. Most incorporate Stick Style and Queen Anne details such as one-story porches, shed dormers, polygonal bays and turned and sawn wood trim. The majority were undoubtedly constructed in the 1880s and 90s. After the turn of the century, a few modest Colonial Revival bungalows with low sloping gable roofs and recessed porches were also built in the same area. Period houses outside the town center are far more unusual. However, a few examples were noted. Among these are a well-detailed sidehall plan Queen Anne house on Rowe Road at Zoar and several cottages at the intersection of North Heath and Harris Mountain Roads.

Institutional: Institutional buildings of the period include the brick Romanesque Revival Goodnow Town Hall (1892) with a Syrian arched entrance and three and a half story offset tower, and the brick Charlemont Elementary School (1907), two and a half stories tall with a hip roof and gabled entrance pavillion. Other buildings are the aluminum-sided two story Saint Christopher's Catholic church (ca. 1880) and the frame Odd Fellows Hall (ca. 1900).

Commercial: Commercial buildings include a three-story Panel Brick block (c. 1895) at the town center and the Charlemont Depot (Ca. 1890), a simple hip roofed frame building. Beginning in 1871 and held annually through 1934 was the Deerfield Valley Agricultural Society cattle show, for which a grandstand was constructed ca. 1885 at the Charlemont fairground. By the end of the period, some tourist activity had probably commenced along Route 2 and some of the several motor courts of one-story tourist cabins may date from the period.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

Mohawk Trail auto route remained as primary east-west corridor along Deerfield valley to North Adams (Route 2) with connecting roads to Hawley, Rowe and Heath (now Route 8A).

B. Population

Though the town's population fluctuated, it recorded an overall net loss for the period of nearly 20 % of its 1915 population, much of this loss occurring in the last five year of the period (1935-40). The year 1940 also marked the nadir of the town's resident count, with 789 people.

C. Settlement Pattern

Economic and civic focus remain date Charlemont center with development of high way commercial activities along Mohawk trail auto axis (Route 2) to East Charlemont. Agriculture continued as primary activity along Deerfield valley with local mill village at Zoar.

D. Economic Base

No new industries identified. The major manufacturing plant was evidently that of the Frary Manufacturing Company, employing about 60 hands producing wooden products.

E. Architecture

With the exception of tourist cabins and a few garages along Route 2, almost no other construction occurred in the town. At least two concrete block garages were built in the period (both at the town center) as were three motor courts of tourist cabins, at East Charlemont, near Avery Road and near Zoar Road. Of these the Zoar Road cabins are the best preserved and of the greatest interest architecturally, with gabled entrance porches and roundhead doors in the Tudor Revival stye. The other cabins are modest (the Avery Road examples are now linked with a continuous gable roof) but all are one story, one room structures arranged in a row or crescent.

F. Survey Observations:

General: Charlemont's inventory is basically complete for pre-1830 residences as well as most institutional and commercial buildings. Historical information, however, is often totally lacking: dates of construction, original use and original owners are almost never included on the inventory forms, which are otherwise consistently and thoroughly filled out. The probable misidentification of the 1825 Unitarian Meetinghouse has been noted; and unexplained deficiency is the absence of a form for the 1847 East Charlemont Congregational Church. Future research might also identify houses built by Colonel David Snow, said to be the town's most important early 19th century builder; none of his work has currently been identified.

XII. SOURCES

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