

MHC Reconnaissance Survey Town Report

EASTON

Report Date: 1981

Associated Regional Report: Southeast Massachusetts

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

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

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

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

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MHC RECONNAISSANCE SURVEY REPORT

Date: September, 1981

Community: Easton

I. TOPOGRAPHY

Easton is a suburban community in the northern portion of the Narragansett Basin. Surface in the town is generally level with some relief in the northeast. Soils are generally sandy to gravelly. Land slopes to the south. All of the ponds in town are artificial, Leach Pond was created in 1825. Drainage to the south via Poquanticut, Beaver and Mulberry Brook in the west, Black Brook in the center and Queset Brook in the east. Southeast portion of the town is dominated by the Great Cedar Swamp.

II. POLITICAL BOUNDARIES

Easton was established as a town on December 21, 1725 (o.s.) from a part of Norton which was a part of the Taunton North Purchase.

III. HISTORIC OVERVIEW

Easton is a relatively complex suburban community in Bristol County. Mid-late 18th century controversy over meeting house location creates Easton Center as a viable community which results in the de-emphasis of the Green during the 19th century. Furnace Village remains relatively separate from the rest of the town through the late 18th and early 19th century. Ames Shovel Company creation in North Easton during the first decade of the 19th century begins the development of the village as it is today. Although successful industrial sites existed elsewhere in the town--at Furnace Village and at South Easton--during the 19th century North Easton became the largest village and possessed the greatest concentration of industry in town. Prosperity and population growth continued through the century. The Ames family were responsible not only for the Richardsonian reconstruction of North Easton Village Center in the 1880s but also partly responsible for the development of the village plan during the 1850s and '60's via construction of shops and company housing. Ames family estates, many of which are now institutional buildings created a great deal of open space in the town. Easton Center and South Easton not only provided workers for local industry during the late 19th century but also provided workers for the Brockton Shoe factories. Easton Center, South Easton and North Easton retained a number of ties during the 19th century while Furnace Village in the western portion of the town remained basically independent from the rest of the town. Although growth slowed somewhat during the 20th century, Easton remained relatively secure with a small but healthy industrial base. Post World War II suburban development has attracted a large number of upper income professionals which has helped preserve the general well being of the town.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

The Massachusetts Bay Path, a primary native route, extended the full length of Easton following the Bay Road. This route provided access to Winnecunnet Pond (Norton), a substantial freshwater source and native settlement area.

B. Settlement Patterns:

There were no reported native Contact Period sites. Local tradition claimed an unidentified native village was located immediately east of the Easton Green. A number of artifacts have been recovered from this area. A second unidentified native site was reputedly situated on both banks of the Mulberry Brook, south of Foundry Street. Two 19th century burials are present in the nearby South Street cemetery. Native toponomy as well as proximity to sources of freshwater and wild game suggest that Poquanticut and Queset Brooks and Hockomock Swamp were native occupation areas.

C. Subsistence Patterns:

The large number of freshwater streams (e.g., Poquanticut, Beaver, Black and Queset Brooks) would have provided the native occupants with extensive sources of fish and wild game. Additional hunting and gathering would have been possible in the marshy and wooded uplands and lowlands (e.g., Hockomock Swamp). Potential agricultural land was situated primarily between Easton Center and the West Bridgewater line.

D. Observations:

The Easton area was capable of supporting a moderate native population due to the presence of a large number of freshwater streams. However, limited agricultural land and the absence of freshwater ponds probably discouraged extensive native Contact Period settlement. The greatest concentration of native settlement likely occurred at the confluence of Mulberry and Poquanticut Brooks because of their proximity to Winnecunnet Pond, a moderate sized pond. Locally, the native population was probably affiliated with the native settlement concentrated around Winnecunnet Pond, Watson Pond (Taunton) and Lake Sabattia (Taunton) or Titicut (Bridgewater/Middleborough). Regionally, the Easton area natives probably fell under the domain of the Massachusetts centered in the Neponset River drainage.

V. FIRST SETTLEMENT PERIOD (1620-1675)

A. Transportation Routes:

There is no evidence of white development of a pre-war transportation system primarily due to the absence of white settlement in this area. The Massachusetts Bay Path may have been utilized by settlers when traveling between Massachusetts Bay and southeastern Massachusetts communities such as Raynham and Taunton.

B. Population:

No figures for the native population. The area lacked a white population.

C. Settlement Patterns:

The native settlement patterns were probably similar to those of the Contact Period, largely the result of no pre-1675 white settlement.

D. Economic Base:

Probable retention of basic native subsistence patterns. The native population likely engaged in Anglo-Indian trade, possibly the English settlement at Winnecunett Pond.

E. Observations:

Easton existed as the unsettled (white) frontier of the Taunton North Purchase. White use of this territory was restricted to hunting, fishing and lumbering. Native settlement continued but is virtually ignored in the secondary historical sources and archaeological research.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

The Massachusetts Bay Path was laid out as a major colonial route in c.1694 although it had probably been in use by settlers much earlier than this date. A series of routes originating in South Easton and Easton Center were established in the 1690's and the first decade of the 18th century. These routes included a road encompassing portions of Prospect, Purchase and Church Streets which linked the settlement to the Bay Path. A second route included Depot and Pine Streets while a third route extended through South Easton village along Washington Street. Widespread development of Easton's road network accompanied the settlement's economic and demographic growth in the early-mid 18th century. Canton/Main Streets and Lincoln Street linked North Easton to Stoughton and the Massachusetts Bay Path, respectively. A network of roads including Depot/Central/Belmont Streets provided South Easton with access to the Massachusetts Bay Path, Furnace Village and Old Bridgewater. Furnace Village was connected to the Bay Path via Foundry and Highland Streets. Portions of these roads, South Street and Poquanticut Avenue were established as access to the Furnace Village industrial complex and bog iron deposits north of the village.

B. Population:

The initial settlement established at South Easton in c.1695 consisted of seven families. This figure had increased to 26 families by c.1713. At the time of Easton's incorporation, 60 families resided in the town. The majority of these early settlers moved from Braintree, Bridgewater, Taunton and Weymouth while a smaller number of settlers came from Hingham and Middleborough (Chaffin, 1886: 40, 44, 46, 52). By 1765, the population had increased to 837 residents. The population had grown to 1172 residents in c.1776.

C. Settlement Patterns:

There is little documentation of post-war native settlement patterns. Several natives lived in the vicinity of South Street as late as the 19th century.

The first white settler was Thomas Randall who reputedly established a home in c.1694 near the junction of Depot and Washington Streets. By the first decade of the 18th century, South Easton and Easton Green had developed into a primary settlement node probably because of the presence of potential agricultural land and freshwater sources for industry and subsistence. Scattered settlement took place along the northernmost portion of Prospect Street, Bay Road and the vicinity of Shovelshop and Longwater Ponds. The first settlement of Furnace Village occurred in c.1718, settlement encouraged by the area's several freshwater streams and agricultural land. Scattered homes were erected along Norton Avenue and the southern third of Bay Road in the late 1710's and 1720's. By the mid-18th century, a large village clustered around the Furnace Village industrial complex established in the early 1750's. Contemporary settlement infill took place in North Easton. Extensive settlement never materialized in the northwestern and southeastern portions of Easton because of the poor quality soil and extensive marsh land, respectively. The first (precinct) meetinghouse was erected in c.1718 on the site of the Cynthia Park cemetery (pre-1713). This structure was replaced by the first town meetinghouse built on this general location in c.1728. The second town meetinghouse was constructed on the Easton Green in c.1750. The Baptists after several years of worshipping in private homes, erected a meetinghouse (also served as a dwelling house and cooperage) in North Easton on the north side of Elm Street in c.1767.

D. Economic Base:

A strong agricultural base was established with the town's initial settlement. Apparently, the majority of the crop production was undertaken in the southern portion of Easton because of the superior quality of the area's soil. Industry was established early as an important component of the town's economy. The first industrial operations, saw mill and grist mill, were established near the junction of Depot Street and Route 138 in c.1694 and c.1700 by Thomas Randall and Clement Briggs, respectively. Easton's first iron operation, a forge, was built in c.1724 near the site of the previous two structures. It failed by c.1739 and was replaced a year later by a saw mill. A number of early 18th century industrial operations were established in North Easton. An iron forge was erected in c.1723 (operated at least until 1802) near the junction of Pond Street and Sullivan Avenue, by Captain James Leonard. A ready source of bog iron was discovered adjacent to Lincoln Spring off of Lincoln Street. Two saw mills were constructed in c.1724 and c.1728 at the southwest corner of Monte Pond and the end of Picker Lane, respectively. A pre-1765 grist mill was built on the second site. Easton's most extensive industrial complex was established in Furnace Village. The area was well suited for industry because of the presence of extensive mill power sources (Beaver, Mulberry and Poquanticut Brooks) and bog iron deposits north of the village. A saw mill was built a short distance north of the junction of Poquanticut

and Highland Streets in c.1742. Establishment of the village's iron producing complex commenced in c.1751 with the construction of a foundry (operated until the 1890's) at the southern end of Old Pond. Cannon proofing grounds were constructed on the southeastern and northwestern shores of Old Pond in c.1775. An 18th century fulling mill was placed on Mulberry Brook near the southern end of Old Pond while a c.1775 tannery was erected on this brook further south of the fulling mill. Lumbering was undertaken in the Great Cedar Swamp (Chaffin 1886:8). A number of inn/ordinaries serviced the town in the early-late 18th century. Josiah Kieth initiated operation of an inn in c.1724 on Bay Road north of the route's junction with Prospect Street while John Williams and Matthew Hayward had inns (both established c.1754) situated on the southern part of Bay Road and in the Bay Road/Furnace Corners area, respectively. Josiah Kingman was licensed to operate an inn in c.1749.

E. Architecture

Residential: The earliest houses surviving in Easton date from the early 18th century; these are the Keith (1717) and Williams (1727) Houses, both center chimney cottages with end gable overhangs surmounted by pent roofs. Both are located on the Bay Road. Several center-chimney houses are known, but most structures of the period were probably cottages, which have survived in good numbers. Common features on 18th-century cottages in Easton are pent-roofed, end gable overhangs and plank framing. Period houses are located along Highland Street at Furnace Village, on the Bay Road, Howard and Pine Streets, and on Foundry Street near Alger's Corner. Well-preserved period landscapes survive on the Bay Road and along Highland Street at South Street.

Institutional: The first meetinghouse may have been built as early as 1701, but the earliest documented structure built was constructed in 1717; that meetinghouse was replaced in 1728, with a third meetinghouse built in 1747. No details of any of these structures are known. No schools were constructed in Easton during the period.

F. Observations:

Development of three semi-self contained villages within Easton was largely dictated by the town's size, location of water and iron sources and religious differences. The town was part of an important late 17th century and 18th century iron producing region which encompassed present Taunton, Rayham, Norton and Mansfield. A segment of Easton's industrial heritage survives in Furnace Village. Considerable archaeological remains of the village's 18th century iron production and tanning operations remain and merit close examination. Despite maintenance of a post-war native population, secondary sources virtually ignore the surviving native community.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

General usage of existing colonial roads, construction of Taunton-South Boston Turnpike (completed 1809) now known as Turnpike Street marks the beginning of de-emphasis of the Bay Road as a major transportation route.

B. Population:

Growth from 1776 to 1800 although the revolutionary period exhibited greater growth than the decade 1790 to 1800. Population stable from 1800 to 1810, then increase to 1820, then slight decline to the end of the period.

C. Settlement:

Residential settlement patterns during this period basically linear with some commercial and industrial clustering at Furnace Village, South Easton, Easton Center and North Easton. Some worker housing constructed at North Easton during the latter portion of this period.

D. Economic Base:

Extension of iron industry begun by James Leonard in 1724 with construction of "Brummagem Forge" at foot of Stone's Pond. In 1771, Leonard's grandson, Eliphalet Leonard II is said to have built a forge on Monte Pond widely believed to be the place where steel was first made on a commercial scale--primarily for muskets. Eliphalet's son, Eliphalet III, followed in 1792-3 with a third forge on Shovel Shop Pond. In the meantime, the ironworks at Furnace Village had been expanded under a succession of new owners. In 1804 Cyrus Alger had an interest, before moving on to found the South Boston Iron Co. in the next decade. By 1832 the foundry was doing over \$60,000 worth of business in castings for "factories and machinery". About 28% of the iron consumed was in the form of English pig iron; the rest came from New Jersey sources.

About 1803 Oliver Ames, founder of the great shovel business, began manufacturing shovels here, though he moved to Plymouth (associated there with Nathaniel Russel) for a few years, before returning several years later to re-establish the shovel business on Shovel Shop Pond. By 1832, with a product worth over \$55,000, the concern was the second largest industry in town. Virtually all of Ames' iron came from abroad at this time; its annual consumption amounted to 200 tons of Russian iron and 16 tons of English steel, together with English files, shovel handles from Maine, and Virginia coal.

Cotton and thread factories were also begun in this period, both in North and South Easton. In South Easton three yarn mills had been erected in the century's first decade, though various small forge activities were also carried on.

E. Architecture:

Residential: Center-chimney cottages continued to be the predominant house type well into the Federal period although end chimney cottages were also built in some numbers; some two dozen Federal period cottages are known to survive across the town with examples standing on Main, Turnpike, Center, Foundry and Washington Streets and at Pratt's Corner, Morris Corner and on the Bay Road. At least one well-detailed cottage with an enclosed projecting pedimented porch is known at Furnace Village. In addition to cottages, a number of hip-roofed end-chimney Federal houses, many with exposed brick end walls and several entirely constructed of brick, were built, particularly in the period between 1800-1815. Although double pile examples are known, one-room deep houses are more common. Most of these are fairly elaborately-detailed examples with fully-developed entrance surrounds with three-quarter sidelights and segmental or elliptical fanlights. At least one Federal house incorporates a tripartite, Palladian-type flat-headed window above the entrance. Examples of these houses stand at Furnace Village on Foundry Street, on Washington Street at Daley and Alger's Corners, and on Center Street at North Easton. Also known are several more conservative house plans with several double-chimney plan houses probably dating to the early years of the period as well as a few twin rearwall chimney houses and one hip-roofed center-chimney house (Slocum House, C.1810). Also known is one sidehall-plan, hip-roofed house, possibly dating to the Federal period. Toward the end of the period, end-chimney, double houses and cottages began to be built for workers at the Ames Shovel factory; examples of this early workers' housing are known on Oliver, Mechanic, Lincoln and Center Streets at North Easton.

Institutional: The first parish meetinghouse was replaced in 1816 by a two-and-a-half story, gable-roofed meetinghouse with a three-bay pedimented porch and two-stage belfry with open square top stage. At that time, the 1747 meetinghouse became Easton's first Town House. Also built in the period was a Methodist meetinghouse for the church which had organized in 1796; the Methodist meetinghouse, a three-bay square building with Gothic lancet windows. None of these buildings survives. A brick commercial building of the period stands at Furnace Village.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

Private branch line connection North Easton with Boston and Providence in Stoughton constructed by Ames Family in 1855. This line was taken over by the Old Colony Railroad during construction of their Taunton Branch in 1866.

B. Population

Steady population growth from 1830 to end of period. Foreign born population 441 in 1855, 408 Irish. Irish population concentrated mainly at North Easton, Ames family donated land for Catholic Chapel near Shovel Shop Pond . . . first service in 1851. In 1840 there were 15 Catholics in the town; 1849, 45; 1852, 150; 1860, 400.

C. Settlement:

North Easton undergoes explosive growth during the latter portion of this period, village plan evolves between 1851 and 1866 with the growth of the Ames Shovel Works and construction of worker housing at the village. Expanded residential settlement also noted at South Easton, Furnace Village and Easton Center and along Washington Street between South Easton and Elm Street. Large Estates put together by the Ames family during the latter portion of this period.

D. Economic Base:

Period represented the boom years of Easton's industrial growth, particularly in North Easton where the construction of the North Easton Branch Railroad (by Ames interests) from Stoughton and Canton (connecting to the Boston & Providence Railroad) in 1855 followed hard upon the construction of new stone works in the early-mid 1850's. By 1855, with an employment roll of 330 men and a product in shovels worth \$600,000, the Ames Shovel Works produced more than all other industries in Easton combined.

In 1837 Alexander Boyden, brother of Seth Boyden (1788-1870) of Foxborough who had discovered the malleablizing process in 1826, started a new foundry in Furnace Village, A. Boyden & Co.

Nevertheless cotton mills remained active in Easton longer than in many other inland communities. In 1834, E. J. W. Morse, a mule spinner from Dedham, had come to Easton and begun an extensive business in cotton thread. As late as 1855 there were still six small mills reported. Two hollow-ware furnaces and four small carriage makers were also reported. But the largest employer, next to the shovel works, was in the manufacture of boots and shoes, employing over 300 men and women in producing \$153,200 worth in 1855. Most of the work was presumably carried on in ten-footers, though in the 1850's and '60's, three shoe factories were begun in North Easton.

In 1828, J. and H. M. Poole began manufacturing mathematical and surveying instruments in the southern part of town, which by the end of the period had gained a high reputation. Thermometers were also manufactured by Charles Poole in a nearby shop.

E. Architecture

Residential: A great many houses were built in the period with a range of structures from architect-designed mansions to cottages. Most of the houses built in the period are modest workers' cottages and houses with sidehall plans predominating; of these, most are detailed with simple transitional Greek Revival/Italianate elements, suggesting a peak of construction between 1840 and 1860. In addition to single family residences, a number of double houses and cottages were built for workers; most of these exhibit transitional Greek Revival/Italianate detailing as well. At least one unusual double cottage plan is known: this plan consists of a four-bay center story-and-a-half block flanked by one-story side ells

containing an entrance; examples of this form stand on Elm Street at North Easton. Early in the period, end-chimney Greek Revival cottages with center entrances were built in some numbers, especially in outlying areas where they continued to be built through the 1840's. During the 1840's and 50's, facade gables were sometimes employed as a decorative element, either in pairs or centered singly above the entrance. Greek Revival cottages incorporating recessed porticos, one-story verandas or Gothic lancet windows are another occasionally-employed decorative feature; at least one unusual cottage with half-length lancet windows flanking a circular window on the facade is also known. Asymmetrical T- and L-plan houses were being built by the 1850's and several of these with Greek Revival/Italianate detailing are known. Several houses, probably dating from the 1860's, incorporate Gothic Revival bargeboards and at least one stone Federal/Gothic Revival cottage with a center gable, lancet windows and a Tudor-arched entrance is known on Center Street. More elaborate houses of the period include a number of transitional Greek Revival/Italianate houses with asymmetrical plans, polygonal bays, verandas, etc. on Main and Lincoln Streets as well as the first houses built by the Ames family and other prominent early industrialists. Among these are "Langwater" (1859, Snell and Gregerson), a stone Romanesque Revival chateau with later alterations by Shepley, Rutan and Coolidge (1890), "Queset Lodge" (1853-4, possibly A. J. Downing), a two-and-a-half story, cross-gabled Gothic Revival design, and "Unity Close" (1862-4, George Snell), a three-story, mansard-roofed Italianate mansion. All are located at North Easton.

Institutional: Comparatively few institutional buildings of the period are known. Only one church is known to survive; this is the Gothic Revival Methodist church on Mechanic Street (c.1850). Although the Catholic church was founded in 1850, its original chapel, donated by Oliver Ames, does not survive. More numerous are the schools, several of which, dating from the 1840's through 1869, still stand in the town. Most of these are story-and-a-half Greek Revival and Italianate structures with three-bay, center-entered facades although at least one two-story Italianate school (Union School, 1869) survives as well. The town's first High School was founded in 1868 and was housed for sixty years in an elaborately-detailed three-story Second Empire building with a projecting square center pavilion.

Commercial: A few commercial structures of the period are believed to survive; all of these are two-story Italianate buildings with three-bay, center-entered facades, probably dating from the 1860's. Examples were observed on Washington Street and on Main Street at North Easton.

Industrial: The earliest surviving industrial buildings in North Easton date from the Early Industrial period. These are the story-and-a-half stone, gable-roofed shovel factory buildings (1855) of the Ames company, located on Oliver Street.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Old Colony Branch Railroad to Easton Center via Depot Street to West Bridgewater, 1888. Development of Street Railway network began in 1890's with Brockton Street Railway, 1896, Taunton and Brockton, 1897, and Mansfield and Easton, 1898. Mansfield and Easton discontinued service in 1909 due to lack of ridership in western portion of town. First private airfield 1911 at Wheaton Field.

B. Population:

Continuous growth during this period. 1885 foreign born population totaled 930, Irish still in majority although Swedish population exhibited high growth during this decade. 1915 foreign born total 1210, Swedes now the majority, then Irish, Canadian, English and Portugese. At the beginning of the period of 421 families in North Easton, 242 were Catholic. Swedish Evangelical Church on Main Street 1884 (bought the old Main Street Meeting House.)

C. Settlement:

Residential development occurred on the south side of North Easton Village connected with the Shovel Works. Village center of North Easton rebuilt 1880's by Ames family gifts. Last of Ames family estates in North Easton completed during this period. Elsewhere in the town residential settlement consisted primarily of infill at existing villages and along major roads. Eastondale (Sequasset area) underwent some residential development during this period. Commercial, industrial, residential corridor solidified on Washington Street from Belmont to South Easton depot.

D. Economic Base:

The Ames shovel business expanded during this period, while the involvement of both the shovel and the family in the Credit Mobilier and the Union Pacific Railroad gained both national attention. By 1875 the firm was operating shops in West Bridgewater, Braintree, and Canton, with a successful line of cast-iron plows in Worcester and a hay-cutter factory at Ayer. That year the Easton shops reported sales of \$1,500,000.

Although the shovel business continued to expand, South Easton was turning to new industries. After the burning of the cotton thread mill, Morse moved these activities to Boston, erecting in its stead the Easton Machine Company, whose early product was the Morse automobile, built between 1902 and 1914. T. H. Dean's machine shop in South Easton continued to manufacture piano castings and pianoforte machinery for much of New England. A mineral spring near the center of town became the supplier for the Simpson Spring Co., one of the oldest carbonated beverage companies in the U.S.

E. Architecture:

Residential: The most common housing of the Late Industrial period was modest story-and-a-half or kneewall-framed late Italianate, Stick and Queen Anne style sidehall or L-plan houses which were built in some numbers at North Easton (along Center and Sheridan Streets and north of Main Street) and

at Easton Green (along Depot and Central Streets). After the turn of the century, some residential construction occurred along Route 138 (Washington Street) and at Five Corners where modest four-square Colonial Revival houses and Craftsman/Colonial Revival bungalows were built. At least one well-detailed Colonial Revival house with Connecticut Valley detailing is known on Washington Street at Morse Corner. In addition to this more modest workers' and middle-class housing, the Ames family continued to support noted Boston architects with the construction of a series of distinguished residential and institutional buildings. While the family's patronage of H. H. Richardson is best known (especially, in residential construction, with the Ames Gate Lodge, 1881), other architects working in North Easton include Ware and Van Brunt (Unity Church Parsonage, 1877-9, Shavian Queen Anne), Parker, Thomas and Rice (Twin Cottages, 1912, English Arts and Crafts), Carl Fehmer (Spring Hill, 1893, Chateausque) and Guy Lowell (Frothingham House, 1912, Georgian Revival). Many of these residences incorporate landscaping by F. L. Olmsted.

Institutional: During the Late Industrial period, the Ames family created a remarkable family legacy by donating several landmark buildings in North Easton; these include the Ames Library (1877), Oakes Ames Memorial Hall (1879), both by H. H. Richardson, the Post Office (1904, Shepley, Rutan and Coolidge) and the Ames High School (1895-6, Carl Fehmer). All of these are Richardsonian Romanesque buildings except for the High School which is a particularly well-detailed Georgian Revival structure. Other institutional buildings of the period include the Covenant Congregational Church (1884), a Romanesque Revival structure, the Evangelical Congregational Church (1883), A well-detailed and elaborate example in wood of Queen Anne style ecclesiastical architecture and Saint Mark's Episcopal Church (c.1895), another Queen Anne Church in wood. Also built in the period was the Immaculate Conception Church (1902-4, Charles McGinnis), a very fine Gothic Revival/Arts and Crafts church of fieldstone with an offset square tower, and several Colonial and Georgian Revival schools, most of them one-and-a-half stories tall. Also notable at North Easton is the Cairn (F. L. Olmsted, 1881-84), a grotto-like park designed to offset the bulk of Oakes Ames Hall.

Commercial: North Easton was established by the beginning of the period as the town's commercial and institutional center; in the 1880's and '90's, two and three story commercial blocks, most of these late Italianate, Queen Anne and Colonial Revival frame buildings, were built along Main Street. More modest-sized frame commercial buildings, most of them a story-and-a-half in height with three-bay, center-entered facades were built on Washington Street at South Easton with possibly one or two similar buildings built at Five Corners. The most outstanding commercial building of the period is the North Easton depot of the Old Colony Railroad (H. H. Richardson, 1883), a story-and-a-half, granite, hip-roofed structure with massive Syrian-arched bays.

Industrial: Several industrial buildings were constructed during the period; these include the Simpson Springs bottling company (1870), a three-story frame building, and several other utilitarian buildings at South Easton, the two-story brick Easton Machine company and Crofoot Gears, a concrete factory of the early 20th century. Additions were also made to the Ames Shovel works in North Easton.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Ames field opened in South Easton in 1923 at the junction of 138 and Belmont. Rail service cuts to the town began in 1929.

B. Population:

Population total for this period peaked in 1925, very slight decline to end of period. Foreign born population drops in 1930 to 970. Post World War II population growth most pronounced after 1950.

C. Settlement:

Residential settlement consisted primarily of infill at existing villages and along existing roads.

D. Economic Base:

The Ames Shovel business remained much the largest industry in town. In 1928 the company consolidated its eastern production facilities in North Easton, though the main offices were moved to West Virginia in 1932. The complex remained in use until 1952.

Furnace Village's Belcher Malleable Iron Foundry, specializing in malleable iron, survived competition from plants in better locations, despite fires in 1880 and 1919.

Shoe manufacture was continued in North Easton into the 1950's.

E. Architecture:

Residential: Comparatively few houses were built in the Early Modern period, except along Washington Street (Route 138) and at North Easton in the residential neighborhood between Center and Sheridan Streets. Most of the houses of the period are four-square Colonial Revival structures with pyramidal hip roofs or simply-detailed Craftsman/Colonial Revival bungalows with hip or jerkin head roofs. Other modest-sized workers houses were built at South Easton along Central Street toward Morris Corner.

XI. SURVEY OBSERVATIONS

While North Easton and the Bay Road are adequately inventoried, other sections, notably Furnace Village, have not received sufficient documentation or consideration as historic landscapes. In addition to Furnace Village, which has well-preserved Federal to Late Industrial housing and commercial structures, other historically and architecturally significant areas include the intersection of Highland Street and South Street (intact late Colonial and Federal residential/agricultural structures and landscape), Depot Street at Easton Green (mid to late 19th-century "suburban" residences), Center-Sheridan Streets (late Federal to Early Modern suburban residential), Pond-Mechanic Streets (Federal to Late Industrial workers' and suburban residential). Further documentation would be helpful on evolution of distinctive workers' housing types (especially story-and-a-half center-block type with flanking entrance bays) and on several individual structures (especially Federal/Early Industrial stone cottage, Center Street and Federal cottage MHC: 218).

XII. SOURCES

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