

MHC Reconnaissance Survey Town Report

HARDWICK

Report Date: 1984

Associated Regional Report: Central 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.

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: 1984

COMMUNITY: Hardwick

I. TOPOGRAPHY

Hardwick lies on the western border of Worcester County, bounded on the northwest by the portion of the Quabbin Reservoir which floods the East Branch of the Swift River Valley. Three other streams and rivers and their tributaries drain the town, all flowing from northeast to southwest: the Ware River, which forms the southeast border with New Braintree; Danforth Brook, which passes just east of Hardwick Center and joins the Ware in Gilbertville; and Muddy Brook in the western third of the town, which joins the Ware River in the town of Wales.

Between the river valleys rise parallel ridges with elevations reaching 1,000 feet above sea level in the east, 1,100 feet above sea level in the central area, and 900 feet above sea level in the west. The river valleys cross the town at elevations of 500 to 800 feet above sea level.

The town's soils are almost exclusively of the Gloucester series, separated from the bank of Brookfield series soils on the east by the Ware River valley. The surface of the town is generally stony, particularly on the highest hills. However, when fields have been cleared of stone and in the areas of Gloucester loam, cultivated crops of grains and hay are excellent. The stony lands were most often cleared of trees and utilized for pasture. In the river valleys the Merrimac series soils on the terrace deposits are agriculturally important and yielded good crops of hay, vegetables, and grains.

II. POLITICAL BOUNDARIES

Included in six-mile-square "Lambstown" Indian purchase of 1686. Established as town of Hardwick in 1739. Part included in new district of New Braintree, 1751. Part included in new town of Dana, 1801. Part of New Braintree annexed, 1831, 1833. Part annexed to Dana, 1842. Part of Greenwich annexed, 1927.

III. HISTORIC OVERVIEW

Rural industrial hill town in the highlands northwest of the Ware River corridor, with reported native sites at Hardwick Pond in the south, and in the east on the floodplain terraces at the Moose Brook/Ware River confluence. Earliest permanent European settlement is attracted to the Ware River valley by the early 1730s, then spreads into the uplands, with central meetinghouse site established by 1737. Dispersed agricultural settlement persists through the 18th and early 19th centuries, with small-scale ironworking along the Ware River.

In the early 19th century, the meetinghouse center develops as a small residential/commercial focus, and a secondary turnpike village emerges at Old Furnace at the eastern base of the highlands.

A late 19th century textile manufacturing village is established at Gilbertville in the south after 1860, with company housing and civic and commercial foci. A smaller, paper manufacturing village develops after 1880 at Wheelwright in the east. Both villages are served by relatively late (1871, 1887) Ware River corridor rail connections. Early 20th century Quabbin Reservoir development depopulates the western upland areas, and floods some valley settlement in the northwest. Upland agricultural landscapes remain intact. Hardwick Center remains an unusually intact example of the early 19th century highland meetinghouse village, while Gilbertville retains all the components of a rural 19th century textile manufacturing center.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Highlands northwest of Ware River corridor, with Ware River trail conjectured on Church Road, Goddard Road, Lower Road, Barre Road. Northern highland trail from Gilbertville crossing to Nichewaug (Petersham) conjectured on Gilbertville Road-Petersham Road. North-south trail conjectured west of Muddy Brook tributary from Hardwick (formerly Muddy) Pond north to Pottapaug Pond (now Quabbin-Petersham) on Ware-Greenwich Road, Hell Huddle Road. Northwest highland trail from Old Furnace crossing conjectured on Prouty Road-Brook Road-Taylor Hill Road-Thresher Road.

B. Settlement Pattern

Although no Contact period sites are known, this well watered area has high potential for occupation. Along the waterways, in the area now covered by the Quabbin Reservoir, Muddy, Danforth, and Moose brooks, the Ware River and Hardwick Pond, sites should occur.

C. Subsistence Pattern

Seasonal visitation of the area by small family and task bands for fishing and hunting, and possibly agriculture, from base camps.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes

Contact period trails continue in use.

B. Settlement Pattern

Continuation of pattern established during Contact period, with some reduction due to presence of colonials. No permanent colonial settlement.

C. Subsistence Pattern

Continuation of pattern established during Contact period, with some reduction due to presence of colonials.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Native trails are improved as colonial roadways, with the development of a radial network from the meetinghouse center to surrounding towns and outlying farms after 1737. Main routes include roads north to Petersham (Petersham Road), west to Belchertown (Fisk Road, Thayer Road, Patrill Hollow Road), southwest to Ware (Turkey Road, Czeski Road), south to Brookfield (Gilbertville Road), southeast to New Braintree (Barre Road) and northeast to Barre (North Road).

B. Population

Several squatters were in the area by 1727; 23 families were in residence in 1736. The town grew rapidly to 80 families by 1754, the total population to 1,010 in 1765 and to 1,393 in 1776.

Twelve men formed the town's church in 1736. It suffered some division during the Great Awakening when deacons stepped down and eventually a Separatist group split off in 1750. Eleven years later, a large number of that group emigrated to Bennington, Vermont. A second migration from the town left for Barnard, Vermont in 1775.

C. Settlement Pattern

A group of men from Roxbury purchased this area from native Americans in 1686, part of a tract measuring 12 miles north to south and 8 miles east to west. The deed was not recorded until 1723, but was not confirmed by the General Court for nine years, when it was reduced to 6 miles square and called Lambstown. In addition to 60 settlers, the province required the construction of houses of at least one story, 18 feet square, with four acres improved and three in English hay. The twelve proprietors divided the town into 111 lots of 100 acres, four for each of them, plus 60 for settlers, and school and minister's lots. An area of 10 acres in the center was set aside for a meetinghouse, burying and training grounds. In 1736 the area was made a district, in 1739 a town.

D. Economic Base

This agricultural community was based primarily on grazing and orchards. Well watered, the town included several mills, including furnaces from the 1760s at Furnace and Gilbertville. The town was made a site for seasonal fairs in the spring and fall. The town suffered at period's end and was forced to buy corn from the Connecticut Valley. It is classified as an

egalitarian farm town by Pruitt for 1771, with few at extremes of wealth or poverty.

E. Architecture

Residential: One recorded structure, a two-story, five-bay, center chimney "saltbox" in the Center is said to date from 1735. Two other houses may be of the period or may be late 18th century Federal dwellings. One is a two-story, five-bay center chimney plan and the second is a two-story, five-bay double chimney plan.

Institutional: First meetinghouse erected on common in 1736-37. A second building (54 x 40 feet) was begun on the same site in 1741 and completed ca. 1750. A third meetinghouse with spire was built in 1769-70. The possibility exists that a "New Light" society organized ca. 1750 built a meetinghouse.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

The colonial highways continue in use, with the addition of the Sixth Massachusetts Turnpike from Greenwich to Shrewsbury in 1800 (Greenwich Road-Paige Road-Greenwich Road-Barre Road) through the meetinghouse center.

B. Population

Growth continued steadily, with only one dip, probably due to the formation of Dana in 1801. From 1,393 in 1776, the town's population grew to 1,885 in 1830, with the greatest increase in the first fifteen years. Agriculture remained the primary employment, with over three times the number as engaged in manufacturing.

The town formed two key gentile voluntary associations: the Masons (1800) and a Library Association (1802). Baptists met within the town from the beginning of the period, forming a society in 1798. Universalists were visited by ministers from 1790, and attended services under founding father Hosea Ballou in nearby Dana area from 1796. A separate society was formed in the town in 1824. Within the Congregational society, disagreement between Unitarians and Trinitarians began in 1805, and by 1824 the minister was dismissed, due in part to disapproval from the Trinitarian Brookfield Association of ministers. A split resulted in 1827, and the First Calvinist Church was formed.

C. Settlement Pattern

The meetinghouse center develops as a small crossroads commercial/residential village, particularly after the 1800 establishment of the Sixth Massachusetts Turnpike. A secondary turnpike village develops at the eastern edge of the Hardwick highlands at Old Furnace. Otherwise dispersed agricultural settlement continues, with some small-scale industry along the Ware River and a lead aqueduct factory in the northwest on the

East Branch Swift River. An Orthodox church is built in the Center (1828). A Baptist church (1801) is built in the southwest part of town.

D. Economic Base

A high percentage of the town's land was unimproved or woodlot in 1784, 75.8%, but less than 1% was classed as unimprovable. A moderate proportion of the land was under tillage, 3.7%, and low amounts were in pasturage, 6.2%, or as meadow and mowing land, 7.7%.

During the late 18th and early 19th centuries, Hardwick was primarily an agricultural community. Mixed husbandry prevailed with attention to the cultivation of corn, other grains, and hay, and the raising of livestock such as cows, pigs, and sheep for meat, dairy products (butter and cheese), wool, and hides. In 1781, the town's approximately 200 farms contained 4,000 sheep, 750 cows, and 400 swine, and woodland still covered two thirds of the town's surface. Extractive industries such as lumbering, potash and charcoal burning, and some mining of bog iron ore, found south and east of Muddy or Hardwick Pond, provided seasonal work and were a by-product of extensive land clearing underway by the end of the 18th century. The iron ore supplied two furnaces which operated in the town during this period. At Furnace Village, located at the junction of Moose Brook and the Ware River, an iron furnace and forge were erected around 1750 and continued until the 1830s, stimulating the growth of this small village. Potash kettles, teakettles, pans, and skillets were produced there, and it is reported that cannonballs were cast there during the Revolutionary War. Ore was also obtained from West Brookfield and New Braintree. Over the period of its use, the site also contained a saw and grist mill and a fulling mill. A second furnace was erected about 1815 in the northern portion of Gilbertville by Col. Thomas Wheeler and Lemuel Harrington. Built on or near the site of a forge and triphammer shops established during the 1760s, the "new furnace," as it was referred to, ceased operation shortly after 1830. In 1832, the iron foundry at Furnace Village utilized 180 tons of ore, 36,000 bushels of charcoal from Hardwick's forests, and 24 tons of oyster shells from Boston in the production of hollow ware castings. The products were marketed half in Massachusetts and half in New Hampshire and Vermont, showing an important involvement in trade with the areas to the north. Other ironworking and metal shops included two auger shops and a lead aqueduct factory.

The braiding of palm-leaf hats and straw became an important domestic industry during the second and third decades of the 19th century, employing more than 230 women and girls by 1832. In that year, 75,000 hats and 20,000 yards of braid were produced in Hardwick homes, marketed largely in New York by Barre merchants and probably destined for the Southern states for slave wear.

The final major industry recorded in the Secretary of the Treasury's census of manufactures published in 1832 is tanning. Four men tanned more than 28,000 lbs. of hides from Russia, Puerto

Rico, Constantinople, Pernambuco, Mobile, Alabama, and Massachusetts. The town also possessed the usual small craftsmen present in an agricultural community: blacksmiths, cabinet makers and joiners, cordwainers, etc.

The prosperity of this agricultural and ironmaking community during the second and third decades of the 19th century is illustrated by the relatively high population recorded during those years: more than 1,800 inhabitants. Only a few agricultural towns and the principal manufacturing towns in Worcester County contained comparable or larger populations at this time.

E. Architecture

Residential: The largest concentration of Federal period buildings is in the Center, where center, double, end and rear wall chimney types are all found, many displaying fanlit doorways. Most are two-story dwellings, all are five bays wide, with the double chimney appearing to be the most common form. Many display hipped roofs. Three brick houses were observed: a two-story, five-bay, rear wall chimney plan, a two-story, five-bay, double-pile, end chimney house with a pyramidal roof, and an unusual two-story, three-bay, gable end, single-pile form.

Institutional: The First Calvinist Church was built at the south end of the common in 1829 (not extant). A Baptist meetinghouse was located in the southwest portion of town ca. 1801.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

The early 19th century roads continue in use, with the addition of a route along the Ware River from Gilbertville north to Old Furnace.

B. Population

During the major portion of this period, population in the town declined, from 1,885 in 1830 to 1,521 in 1860. The establishment of manufacturing at Gilbertville probably reversed the trend, bringing the total to 2,219 in 1870. As in all Worcester County towns, agricultural employment grew substantially; here, however, the manufacturing occupations were more stable until period's end. Similarly, immigration was moderate, 7% in 1855, but grew to 22% by 1865. At the first date the foreign-born were nearly exclusively Irish, but by the latter date Canadians were there in equal numbers.

In 1841, the Unitarian First Parish united with the Universalist Society; the Baptists relocated to Ware in 1846; and Methodists met briefly in Furnace in the 1840s. All reflect the basic population decline. With the industrial expansion, a second Congregational parish was formed at Gilbertville in 1860, and Catholic masses began seven years later.

Indications of growing economic differentiation come in the establishment of a poor farm in 1837 and a select high school one year later.

C. Settlement Pattern

Some early period growth occurs at Hardwick Center, but the most significant period development is the establishment of the Gilbertville textile manufacturing village in the 1860s in the south along the Ware River. Growth in Hardwick Center included the location of a town hall (1838) and Union Church (1841) on the common, and the establishment of a cheese factory. The main residential foci are on Petersham Road north and Barre Road east. A secondary industrial focus develops in the northwest on the East Branch of the Swift River, and a paper mill is operating northeast of Old Furnace on the Ware River. A Methodist church is built at Old Furnace (1845), and a second Baptist church is built in the southwest in 1832.

Textile mills are built at Gilbertville in 1860-62, and 1867-68, with worker duplex clusters on Main and Prospect Streets between the mills and south of the river. A small commercial focus is established east of Gilbertville Road on (later) Church Street.

D. Economic Base

Hardwick's economy remained largely agricultural with related small-scale, artisan-based manufacturing until the 1860s, when textile manufacturing was introduced on a large scale. The closing of the furnaces and most metal-working shops by the end of the 1830s and emigration to the West and to cities caused the population to decline through the 1850s.

Manufacturing played a minor role in the town's economy before the Civil War, its products valued between \$30,000 and \$45,000 annually. The home manufacture of palm-leaf hats was one of the more important local industries, continuing through the period. The central distribution and marketing center for the palm leaves and finished hats was in Barre, from which several merchants supplied and managed the network of home producers throughout the neighboring towns. Production in Hardwick peaked in the 1840s, when nearly 500 women and girls annually produced 146,000 hats worth \$30,000; by 1865, only 3,125 hats were made in Hardwick. Two small paper mills were established during the early 1830s at Gilbertville, but they closed by the mid 1840s. Leather and wood product industries were also important before the Civil War and tied closely to agricultural practices and development.

The large-scale clearing of the town's forests during the early decades of the period provided several thousand cords of firewood, a large quantity of shingles and clapboards, charcoal, and several hundred thousand feet of boards annually. By the 1850s, small manufactories of wagons and sleighs, casks, boxes, and carriage wheels operated in the town. The cutting of the forests reduced Hardwick's woodland from more than 17,000 acres in 1781 to less than 4,000 acres in the 1850s. Most of this cleared land was used

as pasture or for growing hay to feed the growing cattle herds, which by the 1850s totalled more than twice the 1781 herds. The nearly 1,400 milk cows produced large quantities of milk which was made into butter and cheese; this production peaked during the mid 1850s with more than 33,000 lbs. of butter and 310,000 lbs. of cheese. By 1870, three cheese factories produced more than one half of the cheese made in Hardwick. In 1865, slaughtered swine and cattle yielded nearly 137,000 lbs. of beef, 108,000 lbs. of pork, and 196,000 lbs. of veal. It is likely the figures were even higher during the 1850s. The hides were utilized by two tanneries which operated through most of the period. The leather was in turn sold to both local and distant boot and shoe makers and to a local saddle, harness, and trunk manufacturer. Boot and shoe making, however, flourished only a short while in the 1830s, when less than 30 men and women were employed in the production of about 10,000 pairs of boots and shoes annually. The several shops and manufacturers did not recover from the financial collapse following the Panic of 1837, and the industry was not taken up again on any appreciable scale.

Other changes in Hardwick's agricultural practices included the decline of sheep-raising and universal use of oxen, though the former declined much more sharply and quickly than the latter. By the 1820s, the sheep herds declined by one half, with a second period of rapid decline in the 1840s and 1850s. Horses began to replace the oxen in some tasks with the introduction of light machinery for hay mowing and raking, cultivating, and planting. Oxen, however, continued to be used for most heavy work and hauling. The acreage devoted to cultivation of most grains and potatoes began to decline after the 1840s and 1850s, particularly rye, barley, and to a lesser degree, corn. The amount of land devoted to potatoes increased during the 1840s and 1850s, but also began a slow decline in the 1860s. Agriculture was clearly the leading component of the local economy, its products worth more than \$200,000 annually from the 1840s on.

The major development in the manufacturing sector which gave it primary importance over agriculture, at least in value, was the introduction of the textile industry. In 1860, the firm of George H. Gilbert & Co., previously of neighboring Ware, purchased the water privilege on the Ware River at present Gilbertville and erected a five-story brick mill (extant) on the site of an earlier paper mill. In 1863, a second mill was built, in 1864 a third, and in 1867 a fourth, all engaged in the manufacture of flannels. Balmoral skirts were an important product in the early 1860s; in 1865, 100 men and 200 women produced nearly 280,000 skirts worth \$458,000.

The Ware River Paper Co. was organized in 1866 by one Hardwick and two Ware investors, and a mill was built the following year on the Ware River at the present village of Wheelwright. The mill initially produced white wallpaper, but by 1870, manufactured book paper.

E. Architecture

Residential: Building activity appears to have remained relatively steady up to the middle of the century. A few Greek Revival houses are found in the Center and in the eastern portion of town. These are primarily gable end, side-passage plans and two-story, five-bay, double chimney types. Some single-story center and double chimney Greek Revival dwellings were also noted. Of special note is the two-story, five-bay, double pile house with chimneys in the front wall between the windows as well as behind the ridge.

A large concentration of Greek detailed double houses and rowhouses survive in Gilbertville that were built by the Gilbertville Mfg. Co. beginning after 1860.

Institutional: A meetinghouse, known as the Union Church, was built in 1841 and is a Greek Revival gable end structure with three bays and a spire. A second and larger Baptist meetinghouse was built in 1832 and was subsequently sold when the society moved to Ware in 1846. A Methodist church, erected in 1845 at Furnace Village, no longer stands. The First Calvinist Church of 1829 was replaced in 1860 with the present Italianate church.

The present Greek Revival gable end town hall with three-bay flushboard facade was built in 1838.

Commercial: The Gilbertville depot appears to date from the last decade of the period.

Industrial: Paper mills existed by 1839. One is shown at the site of Wheelwright in 1870. A frame, two-story gabled structure survives in Wheelwright today. The first of the Gilbertville brick mills was erected in 1860 and is five stories high and measures 130 x 56 feet. The second building (1863) was three stories high and measured 125 x 60 feet. The third (1864) measured 84 x 60 feet and is four stories high, and the fourth (1867) is five stories and measured 230 x 68 feet.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

Two railroad routes are established through the Ware River corridor during the period: the Ware River Railroad (1871) and the Central Massachusetts Railroad (1887). Both pass through and have stations at Gilbertville.

B. Population

Population growth continued during this period, with some fluctuations. The greatest growth rate occurred early with expansion from 1,992 in 1875 to 3,145 in 1885. This was followed by about 15 years when the figure dropped to 2,655 in 1895. In the early years of the 20th century, the population grew from 3,203 in 1900 to 3,596 in 1915.

The expansion at Gilbertville is primarily responsible for the town's growth, accounting for half its total population in 1895. Through that time, the Irish and French Canadians dominated among the foreign-born, with small numbers of Scots. Early in the 20th century, large numbers of Poles came to the town, numbering more than twice the French Canadians, and four times the Irish by 1915. The foreign-born within the population reached 44% at that time, a very high proportion. The Catholics were served as a mission, St. Aloysius, from Ware from 1872, and became a parish in 1894. A mission was established at Wheelwright at about that time. The town did not establish a high school until ca. 1879.

C. Settlement Pattern

Industrial activity continues at Gilbertville, with the addition of residential areas and commercial and institutional activities. A second industrial focus develops at the Wheelwright paper mills. Growth at Hardwick Center is limited to a library and high school.

At Wheelwright, a new paper mill is built along the Ware River, with worker housing duplexes and cottages north and west of the mill, and a Catholic church and school.

At Gilbertville, worker housing (primarily duplexes) is added south on Main Street, and in a new area north of the Mill #1 and west of Gilbertville Road, made up of duplexes and tenement rows. Overall, by mid-period over 200 tenements are in use.

St. Aloysius Catholic Church (1872) is built to the east on Church Street, and a large, stone Congregational church is built (ca. 1874) on Main Street. Later in the period, a library (1912) and school (1910) are added near the Congregational church. A commercial center (including the Union Hotel and Windsor House) develops at the Gilbertville/Barre Road intersection, further north.

D. Economic Base

The economy of Hardwick remained firmly founded on agriculture, textile manufacturing, and papermaking through the end of the 19th century. The separate, isolated locations of the textile and paper mills and strength of agriculture prevented the growth of an urbanized village. Instead, villages grew around the mills at Gilbertville and Wheelwright, while the center village remained small and relatively unchanged from the form it took in the Federal period. At Gilbertville, the George H. Gilbert Mfg. Co. erected more than 200 tenements by the 1880s for its 1,000 employees, as well as stores, churches, and a community center. In 1883, production at the mills totalled 3.5 million yards of flannel valued at \$2.5 million. The completion of a rail line from Palmer to Gilbertville in 1869 and on up the Ware River valley during the early 1870s insured the security and growth of the villages in the valley.

A new paper manufacturer, the Page Paper Co., was organized in 1880 and purchased the former Ware River Co. mill. The firm consisted of a group of men from Fitchburg and Boston who already owned and operated a paper mill in Leominster: Henry Page, George W. Wheelwright, D. I. Greenough, and A. J. Bartholomew.. The mill and village were eventually named after George W. Wheelwright, principal member of the partnership. The company made numerous additions and extensions to the buildings during the 1890s. Major products were newspaper and book paper.

The economic difficulties experienced in the mid 1890s by the textile industry hurt the George H. Gilbert Mfg. Co. mills in Gilbertville. Work was slowed down to four days per week for months at a time in 1893 and again to half-time in 1898; some reduction in the workforce also occurred. These difficulties are reflected in the population figures, which show a dip in the mid 1890s before climbing again by 1900 with the return of full employment and increases in wages. Expansion continued with the addition of new boilers, machinery, and space.

Besides textile and paper manufacturing, few other industries appeared in Hardwick. Small woodworking shops produced furniture, powder kegs, shoe and cheese boxes; several sawmills cut boards and box wood. A wheelwright's shop operated during the 1870s and 1880s; and several carpenters, joiners, and masons worked in the town. Blacksmiths and several machinists provided repair services to the agricultural and industrial community. Straw braiding and palm-leaf hat making, shoe- and dress-making, and the manufacture of boots and shoes ended by the 1880s.

Agricultural production became increasingly focused on dairying, with the major emphasis rapidly shifting from butter and cheese to whole milk sales. In 1875, five butter and cheese factories were in operation in Hardwick; 20 years later the remaining factory, the Hardwick Cooperative Creamery, produced only butter and cream and marketed milk. After the completion of a rail line through Hardwick in the early 1870s, whole milk sales and butter production increased dramatically while cheese production rapidly declined. By 1875, whole milk sales were up to 172,000 gallons from 2,000 gallons in 1865; the amount of butter marketed tripled during this time, while cheese production fell from 260,000 lbs. to 130,000 lbs. In 1885, the town's dairy farms produced 468,000 gallons of milk, 42,000 lbs. of butter, and 21,000 lbs. of cheese. By the turn of the century, Hardwick was third in the county in milk production behind the city of Worcester and Barre, producing 871,000 gallons of milk in 1905. The increased focus on dairying required large quantities of hay and pasture land. More than half of the town's 23,000 acres of agricultural land were devoted to hay and permanent pasture through the period, with the trend at the end of the century towards increasing haying acreage and decreasing pasture. Acreage of cropland remained high also, though a slight decrease had begun during the 1890s. Nevertheless, Hardwick was still eighth in Worcester County in 1905 in cropland with 773 acres. The town was also in the top ten towns in the county in hay acreage (fourth - 4,821 acres),

orchards (tenth - 272 acres), permanent pasture (fourth - 9,254 acres), and total cultivated land (third - 5,878 acres).

E. Architecture

Residential: Little significant domestic architecture remains from this period. Some Stick Style dwellings are found in Gilbertville and some late 19th and early 20th century housing is to be found in Wheelwright. Significant multi-family buildings in Wheelwright are the two-story clipped gable end houses and the one-and-a-half-story, three-bay, double chimney units, both presumably built to accommodate the paper mill employees. Two Four Square houses were noted, one of brick in Gilbertville.

Institutional: The Trinitarian Congregational church in Gilbertville, a handsome stone late Gothic Revival structure, was completed in 1874. St. Aloysius Roman Catholic church in Gilbertville was built in 1872. The attractive shingled "Craftsman" Gothic Roman church was built in Wheelwright ca. 1895. The ca. 1888 two-story, Colonial Revival high school and the 1910 brick Colonial Revival Richardson elementary school stands on Route 32 just south of Wheelwright. The Wheelwright school no longer exists.

A 1912 "Carnegie-style" library of buff brick with classical detailing stands in Gilbertville.

The one-story brick historical society building in the Center with its classical trim may have been a school or may have been built specifically as the historical society.

Commercial: The three-story, frame, eclectic Windsor Hotel in Gilbertville appears to date from the last quarter of the 19th century.

Industrial: A late 19th century brick mill with segmental arched windows and bracketed cornice remains in Wheelwright.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

By the early 1920s, the Ware-Barre Road through Gilbertville and Hardwick Center is improved as Route 32 (Gilbertville Road-Barre Road). By the 1930s, local roads are paved north to Petersham and west to Greenwich Village (Quabbin Reservoir).

B. Population

Hardwick's population dropped steadily throughout this period, from 3,596 in 1915 to 2,154 in 1940, the largest drop occurring in the first five years, when the total dropped about 500. With this came a drop in the proportion of foreign-born within the town, from 44% in 1915 to 21% in 1940. That same year, 27% of the population was classified as rural.

C. Settlement Pattern

A library is added to Hardwick Center, and a school at Wheelwright on Barre Road. Little change occurs at Gilbertville. Some recreational cottages are built on the south shore of Hardwick Pond.

D. Economic Base

The period between the World Wars saw a serious decline in Hardwick's manufacturing sector. The Hardwick mills of the Wheelwright Paper Co. were closed by 1931, and the George H. Gilbert Mfg. Co. encountered some difficulties. In 1915, the #1 mill was torn down, but the remaining mills continued in operation as the Gilbert Mfg. Co. through the 1930s.

Agriculture remained a steady and important component of the local economy, with dairying the leading activity. Orchardng and poultry-raising increased in importance, as did market gardening and the cultivation of vegetables. Forest land slowly increased as marginal lands were abandoned to forest during the consolidation of farmland into larger, but fewer, farms.

E. Architecture

No significant development apparent for this period.

XI. SURVEY OBSERVATIONS

The Hardwick inventory contains only two buildings: the two mill buildings in Gilbertville. The town has a rich architectural heritage, particularly up through the mid 19th century, which should be recorded. An apparent misunderstanding concerning an inventory versus an historic district has been partially responsible for the lack of any work in this town. The Center in particular should be recorded.