

MHC Reconnaissance Survey Town Report

MANSFIELD

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: Mansfield

I. TOPOGRAPHY

Mansfield is an industrial suburban community in the Narragansett Basin. Drainage is via the Wading River and Hodges Brook in the west, the Rumford River in the center and the Canoe River in the east. Lowland areas in the north central areas; terrain is generally level with some moderate topographic relief in the northeast, some swamp in the west. Soils are generally sandy to gravelly.

II. POLITICAL BOUNDARIES

Mansfield became a separate parish of Norton in 1732. Incorporated as a district in 1770, Mansfield was established as a town on August 23, 1775.

III. HISTORIC OVERVIEW

Mansfield is an industrial railroad town in Bristol County. High potential for Contact period native sites. No European settlement during First Settlement period. Colonial period development of mixed ironworking and agricultural economic base. During the late 18th century utilization of water resources as power sources continued, although by the turn of the century forges were no longer in operation in the town. The early 19th century saw the development of a small industrial base with several tack factories and cotton mills in existence by 1830. Farming continued to be important in the town's economy throughout this period and settlement patterns tended to remain linear. It wasn't until the entry of the railroad in the 1830s and Mansfield's establishment as a refueling and freight transfer point that a clustering of residential settlement developed at Mansfield Center. It appears that the town fathers were actively engaged during the mid and late 19th century in drawing new industry to the town and so created a small but diversified industrial base. The town plan of Mansfield Center was created as a speculative venture in the 1880s. The seeming lack of early development around the railroad depot appears to have been the result of an attempt to drive up land prices in the 1850s which resulted in a scattered industrial development in the center for a number of years. All during the 19th century, attempts were made to exploit coal deposits found in the town, although these deposits were not of sufficient quality or quantity to be economically viable. A Trotting Park was established in the southern portion of the town in the late 19th century and was in operation until just before the first World War. The town suffered somewhat during the depression and after with the de-emphasis on railroad freighting. The construction of Route 24 and projected construction of I-495 resulted in construction of the Foxborough-Mansfield industrial park which has revived the economy of the town. It appears that Mansfield has traditionally had stronger economic ties with Foxborough than with Bristol County towns. The use of the old Boston and Providence line by the MBTA's commuter train has resulted in the construction of a number of viaducts as well as the creation of a formidable barrier in the town so that the northern portion of Mansfield Center has been in effect cut off

from the remainder of the town, creating a spatial as well as a visual barrier. The early diversification of industry in the town appears to have enabled it to survive relatively well and maintain a relatively steady growth rate.

IV. CONTACT PERIOD (1500 - 1620)

A. Transportation Routes:

No documented native routes. A likely upland trail fragment appears to follow the course of Maple Street from the Franklin and Maple Street junction west to Oakland Street. From this point, a native trail may have extended south along the approximate route of Oakland Street and portions of South Main Street. This route would have provided access to the streams paralleling the trail and the Woodland Period settlement north of the Norton Reservoir.

B. Settlement Patterns:

No reported native Contact Period sites. A large Woodland Period site was situated on the northernmost portion of the Mansfield Municipal Airport. A small campsite with a Woodland Period component was located a short distance north of the Norton Reservoir. Both sites had immediate access to freshwater sources. Additional native settlement probably occurred adjacent to the Wading, Rumford and Canoe Rivers and the smaller freshwater streams.

C. Subsistence Base:

Good fishing was available in Mansfield's three rivers and their tributaries. The wooded and marshy lowlands were excellent habitats for wild game sought by the natives. Potential agricultural land was situated throughout Mansfield, excluding the easternmost portion of the town.

D. Observations:

The Mansfield area has high potential for Contact Period native settlement primarily because of the numerous freshwater rivers and streams and extensive agricultural land. However, it is doubtful there was a large native population because of the absence of a large body of freshwater. Locally, probably the heaviest native settlement occurred around the freshwater pond complex close to the Norton/Taunton line. The Mansfield area natives were probably affiliated with the Pokonokets centered in Sowams (Bristol, Rhode Island). Two archaeological reports produced by the Brown University Public Archaeology Laboratory (1977, 1981) provide a rare picture of the Mansfield native population.

V. FIRST SETTLEMENT PERIOD (1620 - 1675)

A. Transportation Routes:

No documentation of white transportation routes. There was probably little if any development of such a system since the first known white settlement did not take place until the mid-1680s.

B. Population:

No documentation of native or white population figures. As mentioned above, white settlement post-dated 1675.

C. Settlement Patterns:

No documentation of native or white settlement. Native settlement patterns were probably similar to those of the Contact period, largely because of the lack of white settlement. Mansfield during this period was part of Old Taunton (Taunton, Raynham, Norton, Mansfield, Easton).

D. Economic Base:

Probable maintenance of the native's traditional subsistence patterns. There was probably some Anglo-Indian trade, particularly with the small white settlement adjacent to Winnecunnet Pond (Norton). The Mansfield area may have been utilized by the pre-war white residents of Old Taunton for livestock grazing, hunting and fishing and lumbering.

E. Observations:

Mansfield was an unsettled frontier area.

VI. COLONIAL PERIOD (1675 - 1775)

A. Transportation Routes:

Minimal documentation of the community's transportation system. Initiation of white settlement in the late 17th century spurred development of overland routes. The earliest route may have been a road following present South Main and Oakland Streets (possible native trail), possibly the "way" used by the first settlers moving from the southern portion of Old Taunton. A road extending east-west along West, School, Jewell and Balcom Streets possibly was laid out by the first settlers who established homes in this area of western Mansfield in the 1680s. Formation of the town center in the early 18th century resulted in the radiation of roads out from the center including West and East Streets. Mill and Maple Streets provided access to iron operations established on the Canoe River in the early and late 18th century, respectively.

B. Population:

No population figures for native residents. Those for the white settlers are limited. In 1776, Mansfield had a population of 949 residents. The settlement's first settlers came primarily from Cambridge, southern portion of Old Taunton and Malden.

C. Settlement Patterns:

The first settlement occurred in the mid-1680s and was scattered. Thomas Brintnell and his family settled adjacent to the Wading River near the Mansfield/Foxboro line adjacent to freshwater and agricultural land. Several other homes were erected in eastern Mansfield on the eastern side of the Canoe River. The Grover family settled along School and Williams Streets and in West Mansfield at the turn of the 17th century (Davis 1907 NP).

By the first or second decade of the 18th century, a primary settlement node had developed at the junction of East and South Main Streets. The first meetinghouse was built in the vicinity of the town common in c. 1731. A second structure was built on the general site in c. 1765. Contemporary settlement radiated out from this node along West, School, Williams, Jowell, Oakland, East, Pratt, and South Main Streets. A secondary settlement node was established in the vicinity of the Leonard Ironworks by the early-mid 18th century. Mansfield was established as the North Precinct of Old Norton in 1731 and incorporated as a town in 1775.

D. Economic Base:

No documentation of native economy. Agriculture was the mainstay of the settlement's economy. Farming was probably undertaken in all but the uplands of eastern Mansfield and the marshy and wooded lowlands. Mansfield had a limited industrial base. The first (grist) mill was reputedly erected in c. 1695 in the vicinity of Cabot's Pond. The first "heavy" industry was not established until c. 1735 with the erection of Ephraim Leonard's iron forge on the Canoe River near the junction of the river and Mill Street. A second iron operation was also built on the Canoe River off Maple Street near the present Waterworks in c. 1765. Both of these operations were well located since a large source of bog iron was situated throughout the area between the two ironworks. Several saw and grist mills were also built prior to the Revolutionary War, possibly including one saw mill located at the junction of the Canoe River and Mill Street.

E. Architecture:

Residential: Mansfield is notable for the survival of two very early houses, said to date from 1703 and 1704, respectively; these are the White House (1703), a three-quarter plan two-story house with integral lean-to, located on Hall Street and the Fitch-Richardson House (1704), a story-and-a-half gambrel-roofed cottage originally built as a half-plan structure and enlarged later in the 18th century with a two bay addition and second chimney. Other similarly early structures are not recorded, but other Colonial period houses are likely to survive along East, School, South Main and Oakland Streets with survivals most probable at Ginty Corner, East Mansfield, Purdy Corner and West Mansfield. A center-chimney house is known on East Street at East Mansfield with a hip-roofed, L-plan center chimney house at the town center. Center-chimney cottages probably predominated and at least some of the center-chimney cottages of the town are likely to date from the Colonial period.

Institutional: The first meetinghouse was built in 1732, with the establishment of the parish at Mansfield. This was replaced in 1765 with a 60' x 44' meetinghouse which apparently was sided with shingles. Appropriations for schools were first made in 1755, but no schools were built during the period.

F. Observations:

Mansfield developed as a small agricultural community with a limited industrial component. However, Mansfield's iron industry was part of an important iron producing region including Mansfield, Norton, Taunton and Raynham which developed in the late 17th century and early 18th century.

Interestingly, the Leonard family was instrumental in establishing iron production operations in each of these communities. An important vestige of the iron industry survives in the probable archaeological remains of the Ephraim Leonard ironworks.

VII. FEDERAL PERIOD (1775 - 1830)

A. Transportation Routes:

Federal period road construction primarily improvement of existing colonial roads.

B. Population:

Population stable 1776 to 1810. Slight increase in 1820, then slight decrease to 1830.

C. Settlement:

Settlement consisted primarily of farms along existing colonial roads with small cluster at Mansfield Center. West Mansfield known as Tobits Corner. Some scattered industrial settlement after turn of century with numerous ponds created for water power in West Mansfield and Mansfield Center.

D. Economic Base:

Continuation of iron activity initiated by Leonard Forge, 1735, with erection of Mansfield Furnace, 1765; purchased 1779 by French interests in Boston along with Stoughtonham Furnace (Sharon)--both on Canoe River. Dissatisfaction with local bog iron appears to have closed furnace by 1800.

Tack industry begun by 1785 by Simeon Snow, taken up by Simon White, probably sometime around 1800. Tack industry continued to advance throughout period.

The period also saw the establishment of both straw braid and bonnet industry and the manufacture of cotton textiles. The braiding of straw had begun in Norton in 1802; probably not long after that Solomon Pratt in Mansfield had begun collecting braid from women in adjacent towns. By 1832, \$440,000 worth of straw bonnets were recorded produced, second only to the product of cotton factories. In that year, four cotton mills were reported, employing nearly 100 operatives producing over \$47,000 worth of cotton cloth. (While most of it was sold in Boston, New York, and Philadelphia, the calico works in Taunton took 50,000 yards--about 8½ percent). Three cotton mills had begun in the Embargo and war years on the Rumford River and in East Mansfield with the principal backing of Solomon Pratt, the period's major industrialist in Mansfield. Three other mills were established in subsequent years, at Mansfield Furnace and on the Wading River. Like most cotton mills in New England, they suffered severely in the early 1820s, passing sometimes through several changes of management. In the late 1820s and early '30s, it was often outside capital--from Taunton, or as in the case with Gerry's mill at East Mansfield, from Boston--that set the mill back on its feet.

E. Architecture:

Residential: Modest center-chimney cottages were probably the most common house type of the period. Comparatively few of these have survived. Most of those known are located at the town's two villages, East and West Mansfield and in outlying sections. Cottages probably dating to the Federal period were observed at West Mansfield on Gilbert, Otis and West Streets, at Purdy Corner, on East Street at East Mansfield and also on Fruit, Ware and Willow Streets. Most of the town's surviving early two-story houses probably date from the Federal period as well. Of the some half-dozen known examples, most are end-wall or twin rearwall chimney houses with hip roofs, probably dating from the first quarter of the 19th century. At least two double-chimney, hip-roofed houses are known on South Main Street; the massiveness of the chimneys and their steeply-pitched hip roofs suggest that these houses may date from the 1780s or '90s. Most of the town's Federal houses are simply detailed: entrance surrounds with elliptical blind fanlights are the most elaborate form observed.

Institutional: Quaker and Methodist meetinghouses were built in the town during the Federal period. The Quaker meetinghouse, built in 1809, stood at the intersection of Tremont and West Streets. The Methodist meetinghouse was built a year later in East Mansfield at East and Mill Streets; this building, a small Greek Revival structure, still stands. Schools were built in 1803 and 1811; by 1830, six schools had been constructed across the town. None of these are known to survive, although some may still stand, converted to residential use.

Industrial: Several factories were built in the period, none of which survive. Among these were the Mansfield Cotton Manufacturing Company (1810), a two-and-a-half story, gambrel-roofed building 60' long by 32' wide.

VIII. EARLY INDUSTRIAL PERIOD (1830 - 1870)

A. Transportation Routes:

Boston and Providence railroad opened 1835; Taunton Branch opened 1836. Mansfield and Framingham originally chartered 1846, finally opened 1870.

B. Population

Steady growth of population during period from 1,172 in 1830 to 2,432 in 1870. Foreign born population 282 in 1855, 200 of Irish origin; majority seem to have come in 1830s as railroad employees.

C. Settlement:

Mansfield Center becomes rail center by 1850s. Generally transfer point for freight, some residential and industrial development along Main Street during this period. Town settlement pattern still basically linear in 1870.

D. Economic Base:

The construction of the Boston & Providence "air line" through Mansfield in 1835 was followed closely by the discovery of a vein of coal near the railroad line. Eagerly investors formed mining companies--among them the

Mansfield Mining Co., the Massachusetts Mining Co., the Mansfield Coal Co. Despite the continued (though sporadic) enthusiasm of coal promoters into the 20th century, the several deposits discovered never brought profits to their promoters. More significant were the coming of the machine shops and foundries. The Taunton Branch Railroad had constructed a line from the B & P at Mansfield to Taunton in 1836, making the town a major railroad junction. One of the earliest men to be attracted was Samuel Schenck, a maker of carpenters' planes, who moved close to the railroad in the 1840s from South Foxboro, forming the Mansfield Machine Co. Knife makers McMoran and Fulton, originally employed in the Ames shovel factory in Easton, built a small factory in the center of town in 1851. This was followed three years later by Gardner Chilson erection of the great stone Mansfield Iron Foundry. Chilson had been a prominent Boston manufacturer and inventor of hot-air furnaces, then coming into vogue, and this product remained a specialty of the Mansfield Foundry. By 1865, Chilson's 30 operatives were producing \$75,000 worth of castings, the town's second largest industry.

The dominant industry for much of the period was that of straw braid and bonnets, which reached its recorded peak in 1865, when over 500 women were employed in John Rogers' straw factory (built c. 1850), producing over \$175,000 worth of straw bonnets and hats. Mansfield's industry was no doubt affected by the nearby Union Straw Works in Foxborough, then doing over a million dollars worth of business. In 1862 Foxboro merchants chartered the Foxboro Branch Railroad to link their town with the B & P route at Mansfield (at the south) and Walpole (at the north), though by the line's opening in 1870, the route had become the Framingham & Mansfield Railroad, with an extension to the Middlesex County town.

E. Architecture:

Residential: With the arrival of the railroad in 1835, settlement at Mansfield Center began to develop. Sidehall Greek Revival and Italianate cottages and houses were built along Central and West Streets and along East Street between South and School Streets at the town center. Double-chimney and end-chimney, center-entered Greek Revival cottages continued to be built, probably into the 1850s, with examples known on Otis, Willow, Fruit, Ware and East Streets and at East Mansfield. More elaborately detailed Greek Revival cottages incorporate one-story porticos across the facade. By the end of the period, kneewall framing and asymmetrical L-plans had been introduced; most cottages incorporating these elements are conservatively styled transitional Greek Revival/Italianate structures. Two-story, double-chimney, center-entered Greek Revival and Italianate farmhouses were built through the period. Modest suburban developments of sidehall-plan Italianate houses were built along School Street and Central Streets at the end of the period. Gardner Chilson, a prominent local industrialist, built a mansion just west of Main Street during the period, complete with formal gardens by an Irish gardener.

Institutional: Several churches were founded in the period, including the Baptist (1837), anti-slavery Methodist Episcopal (1842), Swedenborgian (1838) and Catholic (mission, 1859); churches were built by the Baptists and Swedenborgians. In 1839, the second meetinghouse of the Congregational church was replaced. The present Congregational church on West Street, a two-and-a-half story gable-roofed structure with a projecting pedimented portico and

steepled belfry, may be this building; if so, the building underwent a remodelling c. 1860 in the Romanesque Revival style. The other structures are not known to survive. At least one school of the period is known to survive; this is a story-and-a-half, center-entrance Greek Revival building on West Street. Other schools were undoubtedly constructed during the period and may survive in residential use.

Commercial: A few two-story Italianate commercial buildings with three-bay, center-entrance facades are known at the town center on Main Street; these may date from the end of the period.

Industrial: The most notable industrial structure of the period is the Chilson foundry (1853), just north of Chauncy Street at the town center, a four-story granite building with Romanesque Revival detailing. Several other frame factories, most of them two stories tall with gable roofs and Italianate detailing, were also built during the period, but none are known to survive.

IX. LATE INDUSTRIAL PERIOD (1870 - 1915)

A. Transportation Routes:

B. Population:

Steady population growth continues with increase from 2,432 in 1870 to 5,772 in 1915. Foreign born total of 382 in 1885 increased to 1,301 by 1915. Ethnic composition changes considerably with large influx of Italians apparent in 1915 figures. Ethnic composition in 1885 primarily Irish, English and Canadian by 1915.

C. Settlement:

By 1895, Mansfield Center had been platted to most of its present configuration, although construction on these lots continued through the end of the period. East and West Mansfield continued to have linear settlement although infill occurred along existing roads. Industrial development encouraged at Mansfield Center by coalition of community leaders resulted in complex on west side of B & P tracks by 1890.

D. Economic Base:

Next town southwest along the Boston & Providence was Attleborough. In 1859 the town began making efforts to attract some of the jewelry business from that town. By 1875 three manufacturers of jewelry produced over \$105,000 worth, making it the largest industry in town (followed by Rogers' straw works and Chilson's foundry). In the 1890s the business reached its peak. After 1900 the demand was for less gold and cheaper construction. Bigger firms with greater outputs made competition from Mansfield's smaller shops increasingly difficult.

Other efforts to attract new industry to Mansfield were made in the 1880s, resulting in the location here from Providence of the Manton Windlass & Steam Steerer Co. (1882) and the Rumsey Brothers Shoe Factory from Lynn (1888). Manton had patented steam windlass and steering devices, but the firm lasted only a decade in Mansfield. Rumsey was also short-lived, a victim of the 1890s business depression; it was succeeded by shoe-string shops.

Simon W. Card came to Mansfield in the employ of John Birkenhead, who himself had come from Providence in 1868 to make spindles and lathes. With the invention in 1871 of machines to cut internal and external screw threads, Card set out to manufacture taps and dies, forming by 1894 the S. W. Card Manufacturing Co. The Card company served as a school for numerous die makers. John and Murray Winter, owners and operators of the Winter Brothers tap and die works in Wrentham, received their training here, as did several of those who in 1903 established the Bay State Tap and Die Co. in Mansfield. In 1913 S. W. Card merged with the Union Twist Drill Co. of Athol, but by that date, tap and die production was already a major Mansfield industry.

The Mansfield Board of Trade was formed in 1892 and was instrumental in inducing large industries to locate in Mansfield. Perhaps the best example of this work was the establishment here of Walter Lowney's Chocolate and Cocoa works in 1903. In addition to the great multi-story factory Lowney built along the railroad as an adjunct to his Boston North End plant, Lowney built employee housing, a model dairy farm (for the chocolate works) and various social amenities.

E. Architecture:

Residential: Residential construction at the town center increased substantially during the period with a great many story-and-a-half and two-story late Italianate/Queen Anne workers' houses built east of Main Street between East and Pratt Streets. At least some of that housing, especially houses built east of Oakland Street between Hope and Pratt Streets, was company-built housing for workers in the Lowney factory. Single-family houses predominate, but a number of two-family houses and some two deckers were also built. More substantial Queen Anne, Colonial Revival and Craftsman houses were built west of Main Street along Fulton Pond; a few of these incorporate Eastlake and Stick Style detailing. Elsewhere in the town, modest speculative development occurred at West Mansfield with a number of four-square, pyramidal hip-roofed single-family Colonial Revival houses built on Balcolm and Otis Streets with similarly modest Queen Anne and Colonial Revival houses scattered along outlying roads.

Institutional: Several institutional buildings of note were built at the town center during the period. These include the Soldier's Memorial Library (1899), a shingled Queen Anne building with a rubble basement and Gothic lancet windows, the Cemetery Association Lodge (1898, Charles Eastman) on Spring Street, a one-story brick Romanesque Revival building with a low square tower, the Town House (1883, John L. Faxon), a cruciform Colonial Revival structure of brick (demolished?) and a well detailed shingled Queen Anne/Craftsman Methodist church (c. 1900) on South Main Street. Also built were several schools including one very fine Georgian Revival school on Balcolm (Berry School, c. 1905), a one-story L-plan, buff-brick structure with Arts and Crafts detailing and a hip-roofed two-story Colonial Revival school on Chauncy Street; both schools are presently vacant. Other institutional structures include a buff-brick Georgian Revival fire station at the town

center and a small Tudor Revival chapel on Otis Street at West Mansfield.

Commercial: Two and three-story brick and frame commercial blocks, most of them Colonial Revival in style, were built at the town center at the turn of the century. Other more modest commercial buildings were built on West Street and on Oakland Street.

Industrial: A number of utilitarian three and four-story brick factories with Romanesque Revival detailing and mill construction were built along the railroad tracks at the town center. Also built at the town center was the five-story brick Lowney chocolate factory (c. 1890) with a stylish crenellated three-story addition of stone laid in random rubble construction (c. 1910) adjoining the earlier building. More modest frame buildings of two and three stories' height were also constructed; among these is the two-story frame Richardson factory at West Mansfield on Otis Street. Other industrial buildings of the period include several wooden railroad freight sheds at West Mansfield.

X. EARLY MODERN PERIOD (1915 - 1940)

A. Transportation Routes:

Chauncy-Pratt Street State Highway 106

B. Population:

Population growth slowed considerably between 1920 and 1940. End of period population totaled 6,530. 1930 foreign born total 1,222.

C. Settlement:

Continued development of previously platted lots at Mansfield Center during this period. 1940 WPA maps indicate some dense settlement at the Mansfield/North Attleborough border at Greenwood Lake.

D. Economic Base:

Relatively little new industry appears to have located in town, though existing firms, including Bay State Tap and Die and the Mansfield Foundry experienced some plant expansion. The straw works closed in the 1920s.

The town gained some prominence for the commercial cultivation of gladioli, as a result of the experiments begun here in 1917 by a native of Holland. Cucumber raising was also a big business: In 1927 growers of cucumbers recorded a product worth \$150,000.

E. Architecture:

Modest-sized one-story hip-roofed cottages were built as infill housing across the town, but comparatively little construction took place in the period. No institutional buildings are known for the period, with commercial construction limited to one-story storefronts in concrete and brick at the town center.

XI. SURVEY OBSERVATIONS

Mansfield has very few inventoried buildings; only the earliest houses in town and the most prominent institutional buildings of the late 19th century are recorded. Further survey efforts should identify surviving Colonial and Federal structures, which are likely at both East and West Mansfield, as well as surviving Greek Revival and Italianate buildings at the town center. Industrial buildings appear to have survived well and should be documented, especially Chilson foundry. Potential district at East Mansfield with well-preserved Federal/Early Industrial landscape including institutional and residential buildings around triangular "common".

Industrial: Mansfield's town survey includes only one industrial building, the Mansfield Milling Company, currently being greatly altered by the addition of new siding and fenestration. Three of the key industrial complexes in Mansfield's late 19th and early 20th century development survive and should be studied for possible National Register designation: the Lowney Chocolate Works, Gardner Chilson's stone Mansfield Iron Foundry, and the S.W. Card Mfg. Co., now apartments. Other buildings which should be surveyed include the Kingman & Hodges jewelry factory, the Mansfield Water Works pumping station, and the town's municipal lighting plant.

XII. SOURCES

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