

MHC Reconnaissance Survey Town Report

SUTTON

Report Date: 1983

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.

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MHC RECONNAISSANCE SURVEY REPORT

DATE: 1983

COMMUNITY: Sutton

I. TOPOGRAPHY

The town of Sutton is generally hilly, rising to more than 800 feet above sea level (a.s.l.) in the west. The surface gradually descends to the east, northeast, and southeast to the valleys of the Blackstone and Mumford rivers, which flow through the peripheral regions of the town at elevations between 350 and 500 feet a.s.l. These rivers and other streams provided numerous excellent sites for water-powered manufacturing.

Lying on the boundary of the upland and lowland regions of Worcester County, the soils of Sutton are of two major types: sandy Gloucester series soils in the eastern half, whose origin is granite and gneiss, and clay soils of the Sutton series, originating from quartz schist. The latter type, which covers the northwestern half of the town, contains some of the most agriculturally-productive soils of the county, well suited loams are found on the several drumlins in the town, explaining the picturesque hilltop location of the farms. In the southeast, rough stoney ground and granite outcrops predominate. An interesting natural feature in this area is Purgatory Chasm, a deep rift in the granite bedrock, probably formed by an earthquake.

II. POLITICAL BOUNDARIES

Established as a town in 1714. Certain lands granted, 1715. Certain farms annexed, 1726. Part annexed to Westborough in 1728. Part included in new town of Upton in 1735. Parts annexed to Grafton in 1737 and 1742. Certain bounds established 1749. Certain lands annexed 1757. Bounds with Uxbridge established in 1769. Parish set off from Sutton and other towns established as Ward (later Auburn), in 1778. Part annexed to Northbridge in 1780. A certain gore of land annexed 1789. Part annexed to Oxbridge in 1793. Part annexed to Northbridge in 1831, and bounds established in 1837. Part annexed to Grafton in 1842. Part annexed to Northbridge in 1844. Bounds with Millbury and Douglas established in 1907.

III. HISTORIC OVERVIEW

Upland agricultural/residential community between the French and Blackstone River valleys, on an historic east-west corridor between Massachusetts Bay and the Connecticut Valley. Native sites on Ramshorn, Singletary, and Manchaug Ponds. European settlement ca. 1716. Meetinghouse site established in 1720. Prosperous, dispersed 18th century upland agricultural settlement. Significant Baptist minority after ca. 1735. Commercial village development at Sutton Center after ca. 1780, turnpike village at West Sutton after ca. 1800. Textile manufacturing at Wilkinsonville after 1823, Manchaug after 1826. Continued 19th century industrial expansion at Manchaug, with stone mills and worker housing cluster. Early 20th century growth

largely limited to cottage development on local ponds. Strong dairying focus continues to present, particularly in West Sutton area, preserving 18th century and early 19th century agricultural landscapes. Remarkable survival of a variety of 18th century farmhouses, many pre-1750. Early 19th century Sutton Center and West Sutton villages remain intact, as do significant components of 19th century development at Manchaug. More recent suburban development has concentrated mostly around ponds or on marginal agricultural lands, although it increasingly threatens remaining agricultural landscapes. More immediate threats include gravel pit expansion in the northeast and current widening of the Route 146 corridor.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Upland area between the French and Blackstone river corridors, with pond and quarry sites. Main north-south route is Winwood Street east of Singletary Pond, Singletary Avenue, Boston Road, Punam Hill Road to Manchaug Pond/Upper Mumford River falls area; then Manchaug Road along the Mumford River to falls in Northbridge. North-south upland route in the northeast probably Providence Road, Central Street. Regional northeast-west route Boston Road; southeast-west route Carr Road, Mendon Road, Central Pike. Loop between Singletary and Ramshorn Ponds probably West Sutton Road, then along natural contours along the southern base of Potter Hill to Griggs Road.

B. Settlement Pattern

Sites reported adjacent to the town's waterways, primarily in the west: Ramshorn, Stockwell, Stevens and Singletary ponds and Sibley Reservoir in the north. Smaller sites also located in eastern uplands during Route 146 survey. A quartz quarry located here, and a steatite quarry in the extreme west corner.

C. Subsistence Pattern

Sites along water sources probably used by families of task groups for fishing, while smaller upland sites indicative of hunting and tool preparation at quarries.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes

Contact period trails continue in use. Early route between Massachusetts Bay and European settlements in Connecticut Valley possibly Boston Road.

B. Settlement Pattern

This area is located between several praying towns: Hassanamisco in adjacent Grafton, Manchaug to the west, and Chaubaunagungamaug to the southwest in Webster. This reorganized settlement in the

area, drawing converted there, into new foci, but affecting the remaining population in unknown ways. No evidence of colonial settlement.

C. Economic Base

Probable continued use of these upland areas, but with reduction as contact with colonial grows with travel and missionary activities.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Primary regional trails are improved as highways, and local roads connect dispersed upland farms to meetinghouse center. Boston Road becomes important regional east-west highway, with milestones set in 1775.

B. Population

Colonial settlement begins after end of Indian wars in 1714. Initial growth rapid: 3 in 1716; in 1728, 20 male and 29 female church members; in 1735, an additional 81; in 1765 a total of 2,138 includes Millbury, as does the 1776 figure of 2,644. Church gathered in 1720, but initial minister dismissed with disagreement over ruling elders. Covenant renewed in 1728 despite objections. Disagreements later include halfway covenant, music, extreme revivalism, with separatists by 1748. A number of Baptists meet in West Sutton from 1735, but are bitterly divided by the end of the period.

C. Settlement Pattern

Initial grant of land in 1704 from Wampus or John White but settlement delayed until end of war in 1714. The Boston proprietors set out 4,000 acres in the north, what would later become Millbury, for settlers' land in 40-acre lots. For themselves, they allotted 500 acres per 20s of estate, plus later smaller additions. The meetinghouse was located on the west side of the present common, on six acres, which it shared with a burying ground and training field, and adjacent to the school lot. The earliest settlers located in this vicinity, but the general pattern was one of dispersed farmsteads.

D. Economic Base

Within the overall agricultural economy, the community focused on dairy products and neat cattle. Most of the mill privileges that were developed are located in present Millbury. By 1770, the town voted to establish a workhouse for the poor.

E. Architecture

Residential: Traditional one-and two-story, center chimney dwellings and some double chimney two-story houses survive from

the first half of the 18th century and would appear to have been the popular house form of the period. One five-bay, single-story, center chimney house dated 1717 survives on the Boston Road west of Sutton Center, and a two-story four-bay, gambrel roofed house dated 1724 stands at the intersection of Boston Road and Putnam Hill Road. A two-story, five-bay, center chimney house date 1725 is located just north of the Center on Singletary Avenue. The most significant concentration of 18th century traditional plans is found on the Boston Road and scattered through the western half of town.

Institutional: The first meetinghouse was erected on the west side of the common in 1719 and measure 40 feet by 36 feet. The second meetinghouse replace it in 1751. The first Baptist church was also erected in 1751.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

The colonial roads and highways continue in use. The east-west Central Turnpike opens ca. 1824, by-passing the meetinghouse village. Blackstone Canal opens service through Wilkinsonville in the north-east corner, 1828.

B. Population

Population growth during this period is erratic: during war years and recovery, the net change is -2, with continued loss in spite of the later economic upturn, reaching 2,513 in 1800. A gain is experienced during the next boom decade to 2,660, but the loss of territory and population through the formation of Millbury brings figures to 2,056 in 1820 and 2,186 in 1830.

The primary religious activity during this period is the strengthening and multiplying of Baptist groups with a reorganization of the original group in 1785, the formation of a second, in South Sutton in 1792, and the appearance of a third, formerly of Thompson, Connecticut, in 1810. The Congregational Society confirmed its Orthodoxy with rejection of the halfway covenant, and a renewed emphasis on Trinity, and experienced periodic revivals. The second Espiscopal parish in the area was formed as St. John's in 1828. That same year a lodge of Masons was formed.

Like so many area towns, Sutton sympathized with the issues raised by Shay's Rebellion, hoping to have the General Court redress the grievances. In addition, about 10 men were said to have actually joined him.

The town voted the purchase of a poor farm in 1823, but this was not accomplished until 1836.

C. Settlement Pattern

Continued dispersed agricultural settlement, development of a number of commercial /residential/institutional centers, and the beginnings of two industrial foci. Residential and commercial concentration at meetinghouse center ca. 1780-1800. Second meetinghouse burns 1828 and third meetinghouse built in 1829. Growth of secondary turnpike village at West Sutton after 1800 (turnpike established 1824), with Masonic Hall and store, 1815. Most growth 1820-1830. Third Baptist meetinghouse located in West Sutton, 1830. Small nucleation at South Sutton along Whittin Road south of Second Baptist Society meetinghouse (1804-1805). Small boot and house shops at Sutton, West Sutton, and South Sutton. Textile manufacturing development at Manchaug after 1826, with three mills and 11 dwellings by 1830. Textile manufacturing at Wilkinsonville after 1823 construction of brick factory. Worker housing south of mill. Episcopal church (1828) south of Providence Road.

D. Economic Base

Although more than half of its acreage remained as woodlot or unimproved, Sutton was a productive area for farming. Some land (16.6%) was viewed as unimprovable, but nearly equal percentages of pasturage (11.7%) and meadow and mowing combined with slightly more tillage (4.8%) to assure productivity.

Throughout the 18th century, Sutton was known as an excellent agricultural town, producing large grass crops, fruit harvests, and quality livestock, particularly oxen. The numerous streams and water-powersites also gave the town a reputation as an industrious manufacturing community. In 1793, the town contained three fulling mills, six sawmills, ten gristmills, seven triphammers, five scythe, hoe and axe shops, one paper mill, one oil mill, and six potash works. Comb-making and card-making were also begun in the late 18th century.

An early concentration of water-powered manufacturing was located on Singletary Brook a part of Sutton until 1813 when set off to form Millbury. By 1795, a one mile stretch of the stream powered two grist mills, a sawmill, a triphammer and scythe shop, an oil mill, a fulling mill, and the paper mill of Abijah Burbank, the first paper mill in Worcester County and the fourth or fifth in Massachusetts. This mill provided all the paper for Isaiah Thomas' press in Worcester during the Revolutionary War. Also in the area which later became Millbury, a gun manufactory was established by Asa Waters in 1808, eventually expanded to become Armory Village. By 1812 the production of scythes, hoes, sawmill saws, smelting iron, and cast steel were added.

Textile manufacturing was commenced in the town during the 1820s at three locations. At Pleasant Valley, a factory was built in 1822 near the site of an 18th century card and fulling mill where the Goodale Mfg. Co. manufactured broadcloths employing the first power looms used in Sutton. In 1823, David Wilkinson of North Providence, Rhode Island built a stone factory to manufacture

cotton cloth. The mill was enlarged in 1828 and 1832. In 1829 during a depression in the industry, the property passed to Samuel Slater and Sons and the firm was incorporated in 1832 as the Sutton Mfg. Co. The completion of the Blackstone Canal in 1828 enhanced the economic position of Wilkinsonville, as the canal passed by the village and a lock and basin were located there. The canal facilitated movement of lumber and agricultural produce as well as raw material and manufactured goods to and from the town's farms and mills. The third site developed was on the Mumford River at what became the village of Manchaug. Here the river provided a fall of 83 feet in less than a quarter mile. In 1826, a group of Providence manufacturers and merchants purchased the land and water rights; by 1830 they had erected two stone mills and a wooden mill for the production of cotton cloth and 11 dwellings for managers and workers.

E. Architecture

Residential: A significant number of early 19th century traditional house form with Federally-detailed doorways survive throughout town. Examples were noted along the Boston Road in West Sutton, and in Manchaug of note are the pair of identical two-story, five-bay, brick houses (worker housing on Whitin Road in Manchaug, which reveal a center chimney set well back behind the ridge. Several well preserved period dwellings with fan-lit doorways are located in West Sutton, as is unusual two-story, five-bay, pyramidal roofed structure with a second floor overhang supported by posts forming a series of arches across the front of the house.

Institutional: The second meetinghouse (1751) burned in 1828 and was replaced in 1830. The second Baptist church, constructed in 1805, was also replaced in 1830. Of special interest is the 1828 two-story, three-bay gable end frame structure and a one-story stone mill of the Sutton Manufacturing Co. (1870) constructed of alternating courses of narrow and wide, dressed granite blocks.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

The early 19th century road system continued in use. Providence and Worcester Railroad began service in 1847 through Wilkinson in the northeast corner. Blackstone Canal ends operations in 1848.

B. Population

Population growth is erratic and moderate during this period, from 2,186 in 1830 to 2,699 in 1870. A high figure was reached in 1855 with 2,718. Irish immigration was comparatively small, greatest in 1855, but dominated by Canadians a decade later; overall foreign population was also less than average during this period: just ca. 18%.

Agricultural employment remained important and increased slightly, from 329 in 1820 to 413 in 1875. At the same time, manufacturing grew from 94 in 1820 to 405 in 1840, and 514 in 1875.

Denominational proliferation characterized the first half of the period. Freewill Baptists, many remnants of the 3rd Society, practiced in the town from 1834 through 1858/59. In expanding Manchaug, the company funded another Baptist Society in 1842. Universalists were even more short-lived, 1840-1847. A Methodist society was set up in 1852, and granted land from the common, but was absorbed by the Millbury church in 1864. More long-lived were the Scot-Irish Presbyterians, who formed a church in 1856. Ladies' Benevolent Societies were established within the Congregational Society in 1852 and the Episcopal in 1859.

By the middle of the period, high school establishment was under consideration. Differences of opinion were evident, and what money was allocated for this level of teaching continued to be divided among the districts until 1873. In spite of state legislation to the contrary, the district system was maintained until 1882.

C. Settlement Pattern

Industrial growth at Manchaug and Wilkinsonville, and the development of a number of smaller industrial cluster. Little change in the other established centers. In Sutton Center, a Methodist Episcopal Church is used from 1854-64, then removed. Some residential development occurs north on the east side of Singletary Avenue.

In Wilkinsonville, the railroad runs on the north side of the river, while the main settlement focus is to the south. The Presbyterian church is built north of Providence Road (1855). Dudley Shuttle Factory built 1866, west on Providence Road. Main dwelling cluster, with single- and multi-family houses, among Providence Road/Central Street intersection. Some high-income residences north of river on Blackstone Avenue.

Main industrial growth at Manchaug, with addition of three granite mills (1852, 1862, 1868). Worker housing duplex rows north of Stevens Pond (Manchaug Street), east of Stevens Pond (1st, 2nd, 3rd Street), and on Putnam Hill Road. Second Empire agent's residence at Putnam Hill Road/Whitin Road intersection. Baptist Church (1842) on Putnam Hill Road. Small industrial clusters also developed at water power sites between Sutton Center and Wilkinsonville (Pleasantdale, Marbleville).

D. Economic Base

The textile industry and the subsidiary industries of shuttle and machine manufacturing accounted for most of the growth in Sutton's manufacturing output during this period and formed the basis of the town's wealth. By 1837, there were four cotton mills, employing 197 men and women who annually produce 1.3 million yards of cloth worth \$108,000; two woolen mills with 64 men and women

employed in the production of 82,000 yards of cloth valued at \$110,000; several shuttle manufactories which produced 2,000 dozen shuttles, and a machine shop which produced 30,000 spindles and other machinery. By the end of the period there still remained four cotton mills, one woolen mill, a shoddy mill, flock mill, and three shuttle manufactories employing nearly 400 men and women in the production of more than \$600,000 worth of goods, nearly 90% of the total value of manufactured goods.

Cotton manufacturing was carried out in Wilkinsonville and Manchaug. The former village, in which during Wilkinson's tenure was established a bank, hotel, and worker housing, was also the site of a shuttle manufactory and textile machinery shop, as well as several shoe shops. At Manchaug, a number of additions to the two stone mills and the enlargement and creation of several mill ponds were made during the 1850s and 1860s. In 1863 the #3 stone mill, 310 feet x 52 feet, four stories high, was erected. Its completion increased production of print cloth and cambrics from 926,000 yards to 1,980,750 yards in 1864. By 1870 there were three mills (the wooden mill was converted to a boardinghouse and its machinery moved to a new addition to the #1 mill) produced 4,650,320 yards of cloth.

In the decades before the Civil War there were several lesser but widespread manufacturing endeavors which supplied Southern slaveholders. The largest was boot and shoe manufacturing. Cheap brogans, predominantly made for slave wear, were manufactured in numerous shops and homes. In 1855, 300 men and women manufactured 500 pairs of boots and 229,000 pairs of shoes worth nearly \$198,000. By 1865 the figure dropped to only 58,000 pairs of shoes. Several small plough and scythe manufactories hammered out agricultural tools for local use and export to Southern plantations during the 1830s and 1840s. And, the small woolen mill at Woodburyville manufactured Kentucky jeans, a coarse, strong, and cheap cotton and wool cloth used for work clothing and also sold mostly to Southern slaveholders for their slaves.

Lumbering and woodworking were also extensively carried on in Sutton. In 1865, eight sawmills cut nearly 700,000 feet of boards and 140,000 shingles. As many as 5,000 cords of firewood were cut annually and marketed in the area's manufacturing villages and in Worcester. Several small manufactories and shops produced baskets, casks, coffins, coaches, wagons, railroad cars, sleighs, and other wooden ware. Much of the waste hardwood was burned for charcoal; in 1865 23,5000 bushels were produced.

Sutton's agriculture was strengthened during this period as the market for its produce and livestock grew and accessibility increased, especially after the establishment of the Providence and Worcester Railroad in 1848. By 1865, nearly 5,000 of the town's 20,000 acres were cultivated; of this, more than 4,000 acres were in hat with several thousand additional acres in permanent pasture. These extensive fields supported flocks of sheep and a large number of horses and cattle. In 1855, 234 lambs and 502 calves were sent to market and 165,000 lbs. of pork and

210,000 lbs. of beef were slaughtered. The nearly 700 milk cows on Sutton's farms produced 67,000 lbs. of butter and 25,000 lbs. of cheese in 1855. More than 1,000 acres were devoted to raising corn, grains, and vegetables and the orchards contained more than 28,000 apple and pear trees.

E. Architecture

Residential: Traditional center and double chimney houses as well as the popular gable end, side-passage plan with Greek Revival and Italianate detailing predominate. One Gothic Revival (bargeboard) side-passage plan was observed. The mill villages of Manchaug and Wilkinsonville contain one-, one-and-a-half, and two-story double and center chimney worker housing, with Manchaug having an outstanding collection of one- and two-story double chimney types as well as a one-and-a-half gabled monitor duplex. A row of Gothic houses in Manchaug, possibly for superintendents, consists of one-and-one-half-story, three-bay, central gabled dwellings. The H.L. Cunliff House (1870) at Manchaug is a two-story, three-bay, center entry Second Empire dwelling erected before 1870. Similar, but smaller numbers of worker housing exist in Wilkinsonville. Wilkinsonville also retains a two-story, five-bay, double-pile, end chimney boardinghouse (1870; formerly a hotel?) that has been altered by additions.

Institutional: A Free Baptist church was erected in 1834. The Baptist Church in Manchaug was built ca. 1842. The United Presbyterian church was erected in Wilkinsonville ca. 1856 (no longer used as a church). In 1854, the Methodist Episcopal Church was built in the Center.

The Eight Lots Road Schoolhouse, a one-story, gable end Greek Revival frame structure, survives in the northwestern part of town. High school classes were held in the "hall of the brick mansion built by Mr. James Freeland." Late, period school in Manchaug is now used as the American Legion hall.

A hotel (not extant) in West Sutton pre-dated 1840 and was still standing as late as 1870. The three-story, six-bay Greek/Italianate detailed structure in the center appears to have originally been a tavern or hotel. A two-story, gable end brick, Greek Revival store stands at the Center.

Industrial: Two early period stone mills constructed of alternating courses of narrow and wide dressed granite blocks remain.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

The 19th century road and rail system continued in use. By 1900, Wilkinsonville, in the Blackstone Valley corridor, is served by the electric streetcar service on Providence Road.

B. Population

The town experienced an overall loss of population in this period, dropping from 3,051 in 1875 to 2,829 in 1915; the population peaked at 3,420 in 1895. The large immigration of French Canadians probably accounts for this bulge, when the foreign population reached nearly a third of the total. Small numbers of Dutch immigrants arrived, and at the end of the period Greeks, Poles and Italians brought diversity.

Predictably, agricultural employment diminished, but later here than in other area towns, numbering 287 by the end of the period. Manufacturing continued to employ about half of the town's men. The Farmer's Club, followed by the Grange in 1886, served the former group, while the latter had the benefit of evening schools in the same period. Other educational activities were promoted by a Debating Society and Lyceum, both founded in the 1870s. A free public library was founded at the same time, and opened branches in each of the town's villages.

With the expansion of the predominantly Catholic foreign population, the mission St. Ann's was established from St. Denis in East Douglas in 1883, and made an independent parish in 1900. A French Baptist church was organized in 1903. The Second and Manchaug Baptist Congregations worshipped together from 1878 to 1912.

C. Settlement Pattern

Institutional additions were made to Sutton Center and Manchaug, and the latter experienced further industrial expansion. A town hall (1885) was built in Sutton Center, as well as a high school (1908). Some residential infilling occurs on the roads leading into the Center.

In Wilkinsonville, a brick mill was built on the north side of the Blackstone River. In Manchaug, mill enlargements are made in the 1880s, and new tenements are constructed, with duplexes north of the Baptist Church on Putnam Hill Road, Snow Street, and Ledge Street, of the Mumford Road/Manchaug Road junction. St. Ann's Catholic Church new school is built in 1902, after fire destroys the earlier one. In Pleasantdale, the mill is rebuilt after an 1885 fire.

D. Economic Base

Sutton's industrial base depended almost entirely on textiles and associated products during this period, as most of the lesser manufacturing establishments eventually disappeared. By 1890, five sawmills, three grist mills, a shingle mill, and a matchworks existed along with four cotton mills, two flock and shoddy mills, two shuttleworks, and a manufacturer of dobby chains for looms, the Rice Dobby Chain Co. in Sutton Center.

Only the mills in Manchaug and the shuttle works at Marbleville and Wilkinsonville remained in full operation at the end of the

period. In 1873 the Rhode Island manufacturers, B. B. & R. Knight, originator of the "Fruit of the Loom" label, purchased the Manchaug Mills in partnership with Louis Dexter. Production of print cloth and cambric increased to more than 7 million yards annually. The Wilkinsonville mill was closed in 1898 when the machinery was removed to Slater's North works in Webster. The mill remained empty until 1904, when the Army and Navy Cotton Duck Co. took over. It was not until 1915, however, that the mill was returned to full production as the Anco mill.

Agriculture underwent a number of changes during the late 19th and early 20th centuries, tending toward more specialized production on individual farms. Large-scale dairying was concentrated on fewer farms with larger herds, milk production per cow doubled as a result of improved breeding, poultry and swine raising also became concentrated on several farms, and large commercial orchards were planted.

During the 1870s and 1880s, the production of butter and cheese for sale continued to dominate dairy activity. However, during the 1890s, the sale of milk and cream increased and by 1905 more than 400,000 gallons of milk were produced. Marketing was facilitated by the organization of several milk dealers and a creamery. In the 1890s, several Worcester milk dealers began to purchase milk from Sutton farms, selling it in Millbury and Worcester.

Haying and the cutting of firewood were also important activities, as large markets for these goods were found in Worcester. Hay was sold for horsefeed to the large industrial plants, particularly the American Steel and Wire Co. Apple orchards expanded greatly after the introduction of the MacIntosh apple in 1890. Also important was the Sutton Beauty, a locally developed late fall variety.

The practice of scientific agriculture and stock and poultry management spread and improved with the establishment of an agricultural department at the the high school in 1913.

E. Architecture

Residential: Little variation in domestic building types occurred.

Institutional: A new town hall was erected in 1885 (not extant). An early 20th century fire station in Manchaug imitates the alternating narrow and wide stone coursing of the mill buildings. The Manchaug post office is 1 and 1/2-story Second Empire building.

Industrial: Some minor building in the form of additions to existing mills in Manchaug and Wilkinsonville.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

By the 1920s, streetcar service through Wilkinsonville is discontinued. Providence Road is improved as a regional north-south highway (Route 122A). Other roads are paved as secondary highways, including the road from Millbury Center through Sutton Center to Manchaug (Singletary Avenue, Boston Road, Putnam Hill Road); the road from Whitinsville to Manchaug; and the old Central Pike. By 1940, the new four-lane Worcester-Providence Turnpike (Route 146) is completed as far south as the Central Pike interchange.

B. Population

During the war and Depression, the town lost population, falling from 2,829 in 1915 to 2,147 in 1930. The factories were hit hard and many of their properties forced into sale. The foreign segment of the population was reduced from 29.3% in 1915 to 14.2% in 1940. Agricultural employment remained steady, and 28.7% of the population was classified as rural in 1940.

C. Settlement Pattern

Most significant period development is construction of cottages on the shores of Manchaug, Singletary and Ramshorn ponds. Wilkinsonville school built in 1917. Manchaug Catholic church rebuilt after 1924 fire.

D. Economic Base

After a period of prosperity during World War I and the decade that followed, Sutton's textile industry collapsed in the late 1920s, leaving the town with virtually no manufacturing except for the shuttleworks and several woodworking shops. In Wilkinsonville, the Anco Mill made extensive improvements and expanded after receiving a government contract for army uniforms during the war. In the mid 1920s, the works were purchased by the Springdale Finishing Co., which after a few years, removed the operations of mercerizing and bleaching fine cotton and silk fabrics to Canton. Not until 1933 was the mill again used, then by a number of small machine, metal, and woodworking shops.

At Manchaug, the collapse of the B. B. & R. Knight corporation led to the breakup of the property and sale of the mills. The Hayward-Schuster Co. of Douglas purchased the #1 mill and carried on limited woolen manufacturing. The #2 mill went to a Chicago firm engaged in rag-picking until the mill was demolished in 1938, and the #3 mill, after changing hands many times and carrying on limited woolen manufacture, ended up as a chicken house in the 1940s.

Agriculture remained the mainstay of Sutton's economy through the period. The trends established in the early 20th century continued. Dairying became concentrated on only four large farms after Bovine tuberculosis eliminated many herds and forced smaller farmer out of the dairying business. Apple orchards. poultry farms, and pure-bred cattle herds continued through the period.

E . Architecture

Residential: Little major development; scattered examples of Colonial Revival period dwellings. 1920s cottages along Manchaug Pond.

Institutional: St. Mark's Roman Catholic Church erected near Sutton Center.

XI. OBSERVATIONS

The Sutton inventory is rather sparse, given the significant number of Colonial period survivals.

XII. SOURCES

Sources missing.

NOTES:

Page 4: Population section is a little long, resembles the following Settlement section strongly in content; the latter section (pgs. 4-5) blends in without repeating Population section.

Page 6: Population section again sounds too strongly like the following Settlement section, especially in discussing churches and church groups.

Page 7, Paragraph 5: Speaking of same boardinghouse as mentioned on Page 8, Paragraph 4?

Pages 7-8: Economic Base section- too detailed; condense?

Page 8: Architecture (Institutional) section repeats page 6, Population, without adding any architectural details or mentioning lack of detail available.

Pages 9-10: Population and Settlement sections repeat information about churches again.

Page 10: Economic Base - paragraphs 1-4 could be condensed. Paragraph 5 is unnecessary? Paragraph 6 could be summarized in 1 or 2 short sentences.