

# MHC Reconnaissance Survey Town Report

## WARE

Report Date: 1982

Associated Regional Report: Connecticut Valley

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

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

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

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

The activity that is the subject of the MHC Reconnaissance Survey Town Report has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior. This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, disability or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity or facility as described above, or if you desire further information please write to: Office of Equal Opportunity, National Park Service, 1849 C Street, N.W., Washington, D.C., 20240.



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## MHC RECONNAISSANCE SURVEY REPORT

DATE: October 1982

COMMUNITY: Ware

### I. TOPOGRAPHY

Ware is one of the easternmost communities in Hampshire County. The town is situated in the Central Uplands of Massachusetts. Local terrain is dominated by a series of drumlins oriented on the north-south axis. They usually range between 650 and 900 feet in elevation. The highest point is Quabbin Hill (1025 feet) situated in northwestern Ware. Additional prominent peaks include Little Quabbin (811 feet) and Mt. Lizzie (891 feet), both located in the Quabbin Reservoir, and Brimstone Hill (881 feet) in central Ware. The former two elevations are the highest points in that portion of Ware that was inundated during the flooding of the Quabbin Reservoir in the early 1940s.

Creation of the reservoir also resulted in the flooding of portions of New Salem, Petersham, Hardwick, Belchertown and Pelham. Ware's western boundary is demarcated by the Swift River which flows south ultimately draining into the Ware River in Palmer. The Ware River runs through the easternmost and southernmost portions of the town on an east-west axis. Its two primary local tributaries are Beaver Brook and Muddy Brook, both of which flow south from the Quabbin and Hardwick, respectively. Narrow stretches of marshy lowlands and river bottom adjoin the Swift and Ware Rivers and their two primary tributaries. Ware has two other freshwater bodies in addition to the Quabbin Reservoir. Both Beaver Lake and Snow Pond are manmade. Local soil ranges from the upland's glacial till to the sandy loam of the lowlands. Large deposits of clay have been discovered immediately south of Beaver Lake. They supported local brickmaking operations during the 19th century.

### II. POLITICAL BOUNDARIES

Originally established as part of Equivalent Lands in 1713 for Narragansett military tract. Western section sold to John Read as Manour of Peace in 1716 with boundary at Swift River (Belchertown). Eastern section sold as various private grants during 1730s with boundary at Brookfield line established 1718 (West Brookfield). Formed as Ware River district in 1750 with southern boundary at Palmer (1752) and northern line at Hardwick (1739). Incorporated as town of Ware in 1761 with Coys Hill annexed from Western (Warren) in 1823. Portions of Enfield (1816) and Greenwich (1754) annexed in 1927 with formation of Quabbin Reservoir retaining western boundary as Swift River channel and eastern line at Hardwick. Greenwich originally established as Narragansett military tract of Quabbin in 1736 with Enfield as southern parish by 1786.

### III. HISTORIC OVERVIEW

Rural industrial center on primary western corridor through central uplands with access to Boston water supply of Quabbin Reservoir. Located along upper Chicopee basin with important native fishing site reported at Ware River falls and along Swift River valley in Quabbin Reservoir with suspected potential at Beaver Lake and on Mt. Lizzie (Quabbin). Early corridor of travel between Brookfield and Connecticut valley during Plantation period along Route 9 axis. Originally settled as private grants by Scotch-Irish during early 18th century with mill site at Ware River falls. Ware Center established as meeting house focus by mid 18th century with limited agricultural potential on upland farms, including a few surviving Colonial period houses on Route 9 axis.

Primary economic development during Federal period with expansion of Ware River mill site for textile production, although little evidence remains of early 19th century industrial fabric. Ware Center maintained as civic focus with well-preserved Federal meeting house and burying ground. Some period cottages remain in authentic settings along upland farm roads. Town centers also formed at mill sites along Swift River at West Ware and Enfield (now Quabbin Reservoir) with agriculture on Greenwich plain (Quabbin). Continued expansion of manufacturing at Ware River during Early Industrial period with textiles and straw bonnets, including well-preserved stone factory complex and related boardinghouses of local plan. Status Greek Revival porticoed houses remain intact on Church St. hill above Ware River factory district.

Increasing urban density of Ware mill village with railroad connections during Late Industrial period. Main Street developed as a business district with brick blocks and landmark Victorian town hall and library of architect design. Residential district expanded along North Street with Queen Anne two-family housing of distinctive Central Massachusetts type. Industrial district formed along Ware River railroad corridor with survival of late 19th century textile mill complex around original core. Urban development of Ware town center maintained through early 20th century including period theatre and civic buildings on Main Street. Local suburban residential expansion up Church St. with modest Historic Revival homes and landmark Neo-Romanesque church. Significant development of Swift River valley for Quabbin Reservoir before Second World War including clearance of Enfield and Greenwich town centers with relocated historic period gravestones in Quabbin Cemetery.

Present development most obvious as commercial strip activity along Route 32 axis from Ware town center and as suburban expansion on upland vistas with mobile homes. Recreational activity maintained around Quabbin Reservoir with traffic flow along Route 9 axis through Ware Center. Continued economic activity of Ware River industrial complex gradually eroding historic period housing near original mill site, while Main

Street business district suffering increasing isolation of landmark buildings with low density commercial development.

#### IV. CONTACT PERIOD (1500-1620)

##### A. Transportation Routes

Important corridor between Quabaug (Brookfield) and Connecticut valley along Namaneseck (Ware River). Primary east-west trail documented from Ware River fordway in vicinity of Greenville Park follows over hill land to Muddy Brook at Snow's Pond and continuing as Crescent St.-Doan Rd. to Ware Center as Route 9 to Beaver Lake as Babcock Tavern Road and to Swift River fordway as Old Belchertown Rd (Chase, 1911, pp.162-3). Connecting routes along Ware River apparently followed Gilbertville Road (Route 32) on east bank and over Coys Hill as Prendiville Road (Chase, Ibid.). Alternate trail to Chicopee River (Palmer) appears as Route 32 on north bank from Greenville fordway to conjectured fordway at Gibbs Crossing, with connector to Beaver Lake as Old Belchertown Road. Other trails from Beaver Lake appear as Corry Hill Rd. to West Ware fordway over Swift River and as possible north-south route to Quabbin (Reservoir) following Monson Turnpike between Little Quabbin Hill and Mt. Lizzie. Secondary north-south routes from Ware River fordway might have followed Muddy Brook to Hardwick Pond as Greenwich-Sorrel Roads.

##### B. Settlement Patterns

No reported native Contact period sites. The only site noted in the MHC archaeological inventory was a Late Archaic upland encampment situated at Richards Ledges on the east shore of the Quabbin Reservoir. Locally, the focal point of native period occupation was probably in the vicinity of the Ware River falls immediately off East Main St. bridge. Traditionally, the Quabaug (Brookfield) natives are said to have travelled along the Bay Path to the Ware River falls, vicinity of the East Main St. bridge, where they established temporary fishing camps every spring (Chase 1911:4-5). This general location is said to be the site of a native fish weir. Additional native sites were probably established on the Ware River, Swift River and Beaver, Flat, and Muddy brooks intervalles. Smaller seasonal hunting camps were likely located on the town's uplands, particularly Quabbin Hill, Little Quabbin and the Quabbin park cemetery. Establishment of the Quabbin Reservoir resulted in the inundation of a number of native sites situated along the Swift River's intervalles.

##### C. Subsistence Patterns

The intervalles of the Ware and Swift rivers and the Beaver, Flat and Muddy brooks were likely locations for native horticulture. Native fishing focused along the Ware River, particularly the falls, in addition to the Swift, Beaver, Flat and Muddy brooks. Native hunting probably was undertaken throughout the town's uplands and marshlands.

#### D. Observations

The Ware area was capable of supporting a moderate native population when considering the presence of several productive rivers and streams and potential agricultural land. The utilization of this area by Brookfield natives prior to colonial settlement suggests Ware probably fell within the territory of this subgroup of the Nipmucs of central Massachusetts. The greatest potential for extant period sites should occur along the Ware River lowlands. Vestiges of native fishing encampments may still survive in the vicinity of the Ware River falls. Additional evidence of native occupation may appear in the vicinity of the Swift River.

### V. PLANTATION PERIOD (1620-1675)

#### A. Transportation Routes

Native trails improved as regional pathways with primary east-west route to Northampton from Brookfield as Route 9 axis from Greenville Park fordway to Old Belchertown Road to Swift River crossing. Alternate route to Springfield as Nashaway Path along Route 32 along Ware River to the Elbows (Palmer).

#### B. Population

None of the existing sources provided figures for a native population. The area lacked a colonial population until the late 1720s.

#### C. Settlement Patterns

There was probably little change in the native settlement patterns, particularly when considering the absence of a permanent colonial population. However, evidence of the initiation of native abandonment (voluntary or involuntary) of the Ware area is suggested by Massachusetts' granting 500 acres of land in southeastern Ware to Richard Hollingsworth in 1673. Hollingsworth, however, never occupied this land.

#### D. Economic Base

Native subsistence patterns probably were similar to those undertaken during the Contact period, excluding possible native involvement in the fur trade introduced in the Connecticut River Valley by William Pynchon of Springfield in the late 1630s. Brookfield colonial residents may have used portions of Ware for grazing land prior to 1675, since one source refers to this practice predating colonial settlement of Ware (Holland 1855: II,283).

#### E. Observations

Ware probably continued to function primarily as a resource area for the Quabaug natives and possibly the colonial residents

of Brookfield. Future research should attempt to clarify the extent of native and colonial utilization of the area since existing secondary sources virtually ignore the topic.

## VI. COLONIAL PERIOD (1675-1775)

### A. Transportation Routes

Development of Ware River mill site (1730) reoriented east-west axis to south with construction of "Great Bridge" across Ware River by 1733 (Chase, 1911, p. 164). Location of meeting house (1750) created radial highway network from Ware Center, including Anderson, Topper, Fisherick and East Roads, with direct connector to Ware River mill as Route 9. Improvement of Swift River corridor to Belchertown with bridges by 1713 and north-south highways to Greenwich as Sczygiel-Turex Roads around Quabbin Hill. Local roads to Greenwich now flooded by Quabbin Reservoir with exception of upland junction around Sunk Brook to Bear Hill.

### B. Population

It appears a small number of natives inhabited Ware well into the eighteenth century.

At the time of its incorporation as the Ware River district (1742), the district had a population of approximately 33 families. This figure increased to 485 residents in 1765. In 1776, Ware had grown to 773 inhabitants. The community's early settlers were either English or Scotch-Irish who originally settled in western Massachusetts towns such as Brookfield, Palmer, Springfield and Hadley in addition to Sharon, Massachusetts and Killingly, Connecticut.

### C. Settlement Patterns

Natives continued to establish seasonal fishing camps along the Ware River.

The first colonial settlement occurred in southeastern Ware with the construction of a home by Jacob Olmstead in c. 1729, adjacent to the Ware River in present Ware village on his recently purchased 500 acre grant. However, the settlement that followed in the 1730's and 1740's took place primarily on a 10,000 acre tract of land encompassing the majority of the western two-thirds of present Ware and owned by John Read, a well-to-do absentee landowner (Boston resident), since 1713. The settlement was run on the lines of an English manor. Read leased out lots of varying sizes to indigent settlers for specified periods of time. Occupancy continued as long as the individual tenants met the terms of the lease which included the payment of annual rent payments. In addition, local residents consulted John Read before taking action on community affairs. Additional settlement occurred in the eastern third of present Ware between the early 1730's and mid-1760's, part of it (northernmost section) under the sponsorship of Thomas Marsh and Company, a land speculation company. However, many owners were

forced to relocate due to the Massachusetts government voiding of the Indian deed held by the company. The Ware settlement lacked a well defined primary settlement node because of the dispersed nature of the town's settlement lots. The town's first meeting house and burying ground (both c. 1748-50) were established in Ware Center slightly north of the junction of Greenwich and Doane Walker Roads.

#### D. Economic Base

The primary economic pursuit of Ware's colonial population was agriculture, the majority of it taking place in the town's intervals. Lumbering was undertaken throughout the town's wooded uplands. A moderate amount of local industrial development occurred in several locations. Jacob Olmstead established two mills in the vicinity of the Ware River falls in c. 1730. Further north, Judah Marsh erected a mill complex on Muddy Brook slightly north of its junction with Hardwick Pond Road in c. 1752. Between 1730 and 1740 a sawmill and a grist mill were built on the Beaver Brook near Beaver Lake. The presence of local clay deposits, particularly in the vicinity of the Beaver Brook interval, suggests there may have been period brick making in this area. Locally, Ware had commercial contacts with neighboring towns such as New Braintree and West Brookfield. Commercial links with Boston were encouraged with the presence of the "Boston Post Road." (Old Belchertown/Babcock Tavern Road/Main Street), a regionally important east-west overland route. The only reference to a local tavern was one established in c. 1752 by John Downing on the "old road" west of Muddy Brook (Events 1879: I, 363) (Greenwich Road).

#### E. Architecture

Residential: A few farmhouses were probably built in the second and third quarters of the 18th century, but none of these have been positively identified as surviving. It is possible that some center chimney cottages, such as those located along Route 9 and on the Old Belchertown Road, may date from the Colonial period. The first house constructed in the town was Jacob Olmstead's house, also known as the "Great House" Tavern, built in 1729. That building stood until 1813, when it was demolished.

Institutional: The town's first meetinghouse was built in 1750. It was a 30' x 25' x 15' structure, somewhat smaller than the 40' x 35' x 18' structure proposed in 1748. The only other municipal structure of the period was a round, stone pound, built in 1762. In 1762, as well, four school districts were established in the town. It is not known whether any schoolhouses were built in the period.

#### F. Observations

Ware's economic development during the Colonial period appeared to be hampered by the severely limited economic resources of the majority of the community's population and the restricted agricultural land. Of particular interest was the "manor system" employed by



John Read in the first half of the eighteenth century. Future research should examine his period of ownership closely and attempt to determine the degree of similarity between this local institution and the traditional English manor system. The greatest likelihood for extant archaeological evidence of period settlement remains should occur the western portions of the "Old Post Road", the Greenwich and Monson Turnpike Roads. Creation of the Quabbin Reservoir probably resulted in the inundation of a number of period sites in northwestern Ware. An extensive number of period maps, particularly first half of the eighteenth century, still survive.

## VII. FEDERAL PERIOD (1775- 1830)

### A. Transportation Routes

Improvement of north-south corridor from Greenwich to Palmer with Monson Turnpike in 1806 along Beaver Brook valley and connector to Ware Center as Route 9. Continued expansion of highway network around Ware River mill site with North and Church streets from Main Street axis. Local meeting house roads, Enfield Center (1786) now flooded by Quabbin Reservoir.

### B. POPULATION

Ware in the Federal Period (excluding Enfield and Greenwich) expanded from 773 residents in 1790 to nearly three times that number in 1830, 2045. The town's greatest growth, however, was in the 1820s when the village of Ware and its new manufacturing population helped the town to double its size in ten years.

### C. SETTLEMENT PATTERN

Civic focus remained at Ware Center with economic focus at Ware River mill site, and secondary center at West Ware on Swift River. Development of Ware River waterpower, Ware Manufacturing Co., (1821) with adjacent mill village along axis of Main Street. Agriculture remained as primary activity on upland vales around Ware Center. Formation of Enfield town center (1787) on Swift River mill site with extensive farming on fertile lowlands to Greenwich (sites now flooded by Quabbin Reservoir).

### D. ECONOMIC BASE

Ware's major period of growth in the Federal period did not occur until the 1820s with the large-scale development by Boston capital of the Ware River. Nevertheless, in addition to saw and grist mills on smaller streams and probably several tanneries, two smaller enterprises were also begun. About 1790 Thomas Snell moved to Ware from Bridgewater and set up a blacksmith shop on Flat Brook. Snell is held to have been the first to make "twisted augers" in the U.S. (Chase). Stephen A. Morse in the early 1860s in East Bridgewater was credited with the invention of its cousin, the twist drill. In 1811 a small mining company was incorporated, which under the guidance of a local "soothsayer," attempted to mine silver on the old Greenwich Road.



During the War of 1812, small cotton spinning mills were begun at both Ware and Enfield Upper Village, but neither appear to have been successful. Both factories were expanded in the early 1820s with a new influx of capital. In Ware, the village on the river received its major boost with the purchase of the old cotton mill in 1821 and the incorporation in 1824 of the Ware Manufacturing Company. The named incorporators, Charles P. Dexter and Darius B. Holbrook, were the same Boston men who had also begun the ill-fated Three Rivers Manufacturing Company at Palmer. Of the Ware Manufacturing Company, Joseph Lyman wrote in 1832:

[Its success] is better understood in State Street, Boston, than in the country. It is generally understood to have been a disastrous concern. No profits have been made by the manufacture of cotton in the county of Hampshire. The great benefit which has resulted from the establishment of cotton factories, has accrued to the country, and in no instance to the capitalist... The great loss was owing to the want of proper machinery; want of skill, and expense of transportation.

Like its neighbor in Palmer, the Ware Manufacturing Company floundered on the expense of its waterworks, at about the same time as the Three Rivers company. The failure of the concern, however, was not before the company had brought a tremendous surge of growth to Ware village, beginning about 1824. The Ware company at its peak employed about 450 hands, and in 1825 its incorporators were among those who founded the Hampshire Manufacturers Bank.

Greenwich's industries now lie within Petersham and Hardwick, but in Enfield, along the Swift River's East Branch, the period witnessed the establishment of two major textile mills, at Enfield Upper Village (Smith's Station), and Enfield Village. About 1821 David and Alfred Smith took over the small cotton mill built eight years earlier and established the Enfield Manufacturing Company (aka D. and A. Smith), later known as the Swift River Company and the dominant employer and manufacturer of the village.

At Enfield Village, local men incorporated the Swift River Manufacturing Co. in 1825 and built a small woolen mill for the manufacture of satinets. Also at Enfield Village was a card factory begun by Leonard or James Wood about 1818.

The business of making palm-leaf hats was begun about 1826 in Enfield and adjoining towns, probably as an offshoot of the industry in Worcester County. The business was centered in Enfield at first, where three traders were located, though by the mid 1830s palm-leaf hats were made throughout much of Hampshire County.

Between 1790 and 1820 "Quabbin whetstones" were quarried from the sandstone formation of the east face of Great Quabbin Hill.

## E. Architecture

**Residential:** When compared to the Colonial Period, extensive residential construction took place in the Federal Period as Ware's cotton industry began to develop. At the present town center, single and multiple family houses were built in some numbers. Of these, the majority of the surviving structures are single family houses of some pretension. It is possible that a few of the town's many rowhouse tenements were constructed in the Federal Period. Outside the town center, on outlying agricultural roads, perhaps as many as a dozen Federal Period houses, remain extant. Most of these are double or end chimney, center hall plan structures although a few center chimney plan houses continued to be built. In addition to these plans, the twin rearwall chimney plan common to eastern Massachusetts is also represented with one particularly well developed example noted on Pleasant Street at the town center. The hip roof form was used interchangeably with the more traditional gable roof. The finest grouping of Federal houses stands at Ware Center at the intersection of Route 9 and Doane Walker Road. There, several five bay facade Federal farmhouses, and a center chimney hip roof structure, which is probably the hotel noted on the 1830 map, stand in close proximity to the First Church meeting house. Two story, sidehall plan workers' rowhouses were probably being built in the 1820s adjacent to the cotton mills at the town center; a few of the rowhouses observed in the center could be indentified through further research as dating from the Federal Period.

**Institutional:** The shift in settlement focus to the present town center which occurred in the Federal Period was reflected in the establishment in 1825 of an East parish. In 1799, the meeting house of the First parish (which was later to become the West parish) was replaced by the present structure. That building stands on the site of the original 1750 meeting house at the intersection of Route 9 and Greenwich Road. The First/West parish meetinghouse is a two-story, gable roof building of modest appearance with a two-stage square belfry. The building was remodelled in 1843; the present belfry dates from that remodelling. Of far greater stylishness is the West parish meetinghouse (1825) on Church Street at the town center. A two-story building with a shallow porch with pediment and a three stage steeple, the East church bears stylistic resemblance to several other churches in the valley (Blandford, Southwick, Chicopee) that are associated with Northampton architect, Isaac Damon. One feature common to Damon's churches is a square belfry base containing a round head window enclosed within rusticated or smooth pilasters. The Ware church incorporates this feature. Such common features, the church's stylishness, a construction date within Damon's most active period (1820-30), suggest that it might have been designed by Damon or by one of his followers. Other institutional activity of the period included the founding of a Methodist Episcopal church (1826) and the establishment of two additional school districts (1785).

**Commercial:** The only commercial structure observed which appears to date from the period is a hotel (possibly the Hampshire House, c. 1780) located at the intersection of Route 9 and Doane Walker Road. The building is two stories tall with a hip roof and center chimney.

## VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

### A. Transportation Routes

Highway network remained in place with little improvement except for local street grid in Ware Center after 1845. Several railroads projected along Swift and Ware River from mainline junction in Palmer before the Civil War went unrealized until 1870.

### B. Population

Ware's population in the Early Industrial period shows an erratic fluctuation that appears largely due to the fortunes of the textile companies. Between 1830 and 1840, the town's population dropped from 2045 to 1890, probably as a result of the failure of the Hampsmire Mfg. Company in 1837. Between 1840 and 1850, the recorded number of residents doubled (3,785 in 1850) as the new cotton and textile firms rehired mill operatives. Until 1870, when the resident count reached 4,259, Ware's population fluctuated between 3300 and 3600. In 1855, 27% of Ware's population were born abroad; 82% of these were natives of Ireland, with small numbers from England, Germany, and Canada.

### C. Settlement Patterns

Continued expansion of Ware River mill site with development of Otis Manufacturing Company, and platting of Main St. grid around Nemaneseck Square (1844). Status residential area developed along Church Street, with boardinghouse district adjacent to textile mills. Civic focus maintained at Ware Center with secondary mill village at West Ware (Slab City) on Swift River. Agriculture remained limited to Ware and Swift River bottomlands with upland farms on Brimstone Hill. Enfield center expanded with textile mills during 1820s with farming maintained as primary activity on lowland plains (now Quabbin Reservoir).

### D. Economic Base

The Early Industrial period was Ware's period of great industrial expansion, in textiles, palm-leaf hats, and boots and shoes. Chief among these were the textile mills.

Like the mills of the Three Rivers Manufacturing Company in Palmer, the mills of the Ware Manufacturing Company were rescued from bankruptcy in 1829 by the Hampshire Manufacturing Company, another firm of Boston investors who hoped to make money on cottons and woolens produced in the Connecticut Valley. The new company expanded capacity and by 1837 were producing 90% of all cotton cloth in the county and 31% of its woolens. But in that year of the financial panic, the company failed. Its assets were split up and in 1839 the cotton mills north of the river were purchased by the Otis Company, made up of the same men who earlier had formed the Palmer Company (1831, to rescue the Three Rivers mills), and the Thorndike and Munroe companies

(both 1836) in Palmer. With the Otis Company, capitalized at half a million dollars, the mills took on a financial stability that would survive into the 20th century. Until 1937 the Otis Company was the town's largest employer.

Two years after the purchase of the north side mills by the Otis Company, the south side woolen mill was bought by two North Andover men, George H. Gilbert (later responsible for Gilbertville, in Hardwick) and Charles A. Stevens, greatly expanding woolen production. Though the two formed separate firms in 1851 (the year of the international award for their cloth), by 1865 the two firms employed nearly 400 men and women, producing \$1,250,000 worth of flannel and blanketing.

Palm-leaf hat manufacture, begun in the Enfield area in the late 1820s, took on increased importance in Ware in 1832 when John Fairbank opened a shop to make both palm-leaf hats and fancy straw bonnets. In 1837, Ware reported the only production of straw bonnets in western Massachusetts; palm-leaf hats, however, were more commonly produced; although Ware had 15% of the county business that year, Amherst, Enfield, and Prescott also reported similar quantities. Most of the hats and bonnets were sold in New York and the South.

In addition to three small tanneries, Ware also had the highest boot and shoe production in the county in 1837, with nearly 100 men and women employed making 51% of the county production (valued at \$53,164).

By mid-century, bricks, cabinetware, tinware, and cloth hats were also enumerated in Ware. The town even had a gas works, begun in 1854, but later taken over by the Otis Company. By 1855 Ware ranked second in the county (after Northampton) in both population and valuation. Farms numbered 223 in 1865 and cheese was produced valued at \$7,211.

As in Ware, Enfield textile companies went through several name changes or reorganizations in the 1830s and 40s. By 1850, however, the town's major industrial employers were the Swift River Company, dominated by the Smiths of Enfield Upper Village; and at Enfield Village, the Minot Company, which had taken over the Swift Mfg. Co. woolen mills after the Panic of 1837. In the early part of the period, until the firm moved to Holyoke, and then Lawrence, wool cards were also a major product of Enfield Village.

#### E. Architecture

Residential: Active residential construction continued through the period. Well-defined areas of suburban, single family versus workers' multiple family housing had developed by the end of the period. The standard workers' housing type was the four to six unit rowhouse tenement. These usually incorporate sidehall plan units, some of only two bays' width set in a back-to-back configuration. Most rowhouses are of two stories

in height with dormers and/or eyebrow windows in the attic story. Such rowhouses are preserved in substantial numbers just north of Main St. and along Route 9 adjacent to the mills. Pleasant, Church and Chestnut Sts. all began to develop as comfortable neighborhoods of single family housing in the period. Sidehall and asymmetrical plan Greek Revival, Italianate and Stick Style houses were built in those areas in the 1850s and 1860s. A number of houses incorporate towers and/or mansard roofs. Of special note are two very elaborately detailed temple front Greek Revival houses, one, adjacent to Trinity Episcopal Church and the other on Pleasant St. near North St. The former (ca.1845) incorporates an Ionic portico with second story lyre balustrade and a one-story Ionic columned side ell, while the latter (ca.1855) is primarily notable for its extensive decoration. This decoration includes scrolls, lyres, acanthus and other motifs applied to capitals, window hoods, door surrounds and the tympanum of the pediment.

**Institutional:** The only institutional building observed which appears to date from the period is the Unitarian church (1869), a red brick Romanesque Revival church on Main St. Although their original buildings are not known to survive, a number of other churches were established in the period. Among these were the Unitarians (1846), Baptists (1846) and the Roman Catholics (St. William's, 1855). Of these, St. William's Parish was the largest, with 1100 parishoners in 1879. In addition, the Ware Fire Department was organized in 1845 and approximately 19 schools (including a high school and a college preparatory school) were in operation.

**Commercial:** A few of the two and three story frame and brick commercial buildings along Main Street in the town center were built in the period. These include one three-story Stick Style frame building near the town hall. Although it no longer stands, the Phelps Hotel, a three-story Greek Revival hotel with two-story verandas on two elevations, was also built in the period.

**Industrial:** The Gilbert and Stevens mill (1846) is the most prominent industrial building built in the period. An 80 x 50 foot structure as originally built, it is a five-story granite building with a gable roof. Other mills of the period were the Otis and Stevens mills.

## IX. LATE INDUSTRIAL PERIOD (1870-1915)

### A. Transportation Routes

Rapid expansion of railroad routes from Palmer with Ware River line through Ware mill village to Warren by 1873. Parallel route of Massachusetts Central along Ware River opened by 1887 (now in part abandoned). Swift River Railroad to Athol opened in 1873 through West Ware, Enfield and Greenwich (now abandoned with roadbed north of Winsor Dam flooded by Quabbin Reservoir). Extension of rural electric trolley route from

Palmer to Ware by 1906 along Route 32 with interurban line to Gilbertville (Warren) and local service on Main St.

#### B. Population

Ware's major period of population growth occurred in the Late Industrial period. Its population doubled between 1870 and 1915, reaching 9,346 in the latter year. Ware's greatest growth period, however, was in the 15 years 1875-1890 when the population rose from 4142 to 7329. By 1880 nearly 37% of the town's population was foreign born. Just over half were Canadian (51%). Twenty-five years later a similar foreign-born percentage (39.7%) was still dominated by French Canadians (44%), but an additional 26% were Poles. The Polish community in Ware represented 40% of the Poles in Hampshire County in 1905. Smaller numbers represented Ireland, England, and Austria.

#### C. Settlement Patterns

Significant development of Ware River mill village as primary economic and commercial focus. Business district formed along Main St. axis with affluent residential neighborhood on Church St. Industrial district expanded along Ware River railroad corridor with boardinghouse area adjacent to mills. Civic focus relocated from Ware Center to Ware village with opening of town hall (1885), creating civic square at Main St. junction (Routes 9 and 32). Agriculture continued on limited bottomlands of Ware River and on Swift River plain to Greenwich. Enfield Center maintained as civic and economic focus with modest expansion of textile mills (now Quabbin Reservoir site).

#### D. Economic Base

In 1890 Ware was called "the most thriving town in the county" and its manufactures considered "the main cause of its prosperity" (Gay, p.68). Despite the prosperity and the new railroads that came to town in the 1870s and 80s, there was little new industrial activity. A small mill was built by the West Ware Paper Co. in 1884 (burned 1906), and a small shoe factory built in 1873 employed 17 hands.

In agricultural products, Ware ranked sixth in the county in 1880. That year it was also the leading cheese producer in the county, and the third in the valley after Blandford and Brimfield. In the number of farms and dozens of eggs, the town ranked fourth.

In Enfield also there was little new manufacturing activity. Both the Minot and Swift River companies appear to have lasted through most of the period, but by 1910 rumors of a possible inundation of Swift River communities abounded. Many businesses folded (the Swift River Company was sold in 1912), and property values dropped sharply.

## E. Architecture

**Residential:** Residential construction continued at a scale comparable to that of the Early Industrial period. A large number of four and six unit rowhouses were built in vernacular Italianate, Queen Anne and Craftsman designs; all of these are two and a half stories in height with sidehall plans. In general, later examples incorporate small porticos and shed dormers. In addition to multiple-family workers' housing, single-family workers' houses with sidehall plans and modest Queen Anne or Colonial Revival detailing were built in some numbers north of Main St. Larger and more pretentious Stick, Shingle, Queen Anne, Colonial Revival and Craftsman houses continued to be built along Church, Pleasant and Chestnut Streets. Probably the finest houses of the period are located along the northern half of Church St. More modest houses are located along Chestnut St.; of note are two cottages, one in the Stick Style and one of Craftsman/Queen Anne design, on Chestnut St. Also of note are several stucco Colonial Revival mansions (ca.1910) on Church St.; the Church St. houses appear to be the work of the same architect.

**Institutional:** Most of the major institutional buildings in the town date from the Late Industrial period. These include the Town Hall (1885-86), a red brick Romanesque Revival structure, the red brick and terracotta Queen Anne Public Library (1873?) and a two-story red brick Romanesque Revival school (ca.1890) on South St. In addition, a number of well-detailed churches were also built. These include a shingled Queen Anne/Colonial Revival church (ca.1895) on North Street, Trinity Episcopal Church (1888), a tower Shingle Style building on Park Street, Our Lady of Mount Carmel (1871) and a red brick Romanesque Revival Catholic church (1888) on North St. A well-detailed hip roof cobblestone and Shingle Queen Anne institutional building (ca.1900) was observed on South Street but was not identified.

**Commercial:** Most of the two and three story commercial blocks on Main Street were built in the period. These include several Romanesque Revival and Queen Anne buildings of Brick, a few mansard roofed buildings and several Stick Style and Queen Anne buildings. Of special note is the Casino Theatre on Main Street. A vaudeville theatre possibly built as early as 1906, the Theatre has a stucco facade in the Mission Revival manner and retains early signage and entrance details. It is at present abandoned. Also of note is the Social Sciences Club (ca.1910) on Pleasant St., a one-and-a-half story stucco Colonial Revival structure of architectural significance. It may have been designed by the same architect responsible for the several well-detailed Craftsman/Colonial Revival houses noted elsewhere in the town.

## X. EARLY MODERN PERIOD (1915-1940)

### A. Transportation Routes

Construction of Quabbin Reservoir after 1922 eliminated local highway network to Enfield and Greenwich, including Swift



River railroad in 1927. At the same time, abandonment of interurban trolley service to Ware (1927) and improvement of local roads as regional autohighways. Primary east-west highway as Route 9 through Ware town center with graded loop to Quabbin Reservoir, including access parkways to Quabbin Hill by 1939. Ware River highway to Palmer and Brookfield improved as Route 32 with bridges rebuilt after 1936 flood. Small flying field located in Ware River meadows near Gilbertville after 1919 (Torcotte Airport; inactive).

#### B. Population

Ware's loss of employment cost it much of the population gains of the previous period. Between 1915 (pop. 9346) and 1940 (7557) the population fluctuated downward. As late as 1975 Ware's resident count had still not reached the peak year of 1915.

#### C. Settlement Patterns

Ware town center maintained as focus of commercial and industrial activity with business district along Main Street axis to Town Hall. Residential districts expanded north to Crescent Street with modest suburban development along Route 9 axis at Muddy Brook. Highway commercial activity developed along Route 32 axis from town center to Palmer and Gilbertville (Warren). Construction of Quabbin Reservoir forced clearance of Swift River valley settlements in 1927, including Enfield town center and farmsteads along the Greenwich plain. Completion of Reservoir in 1939 created a recreational focus at Windsor Dam with lookout facility at Quabbin Hill.

#### D. Economic Base

Ware maintained most of its textile activity well into the Early Modern period. The Stevens Company, sold in 1918 to the Rindge family of Cambridge, became the Ware Woolen Co. Due to the continued slowness of the wholesale woolen market, the George H. Gilbert Manufacturing Company closed about 1930. The Otis Company, after selling off its underwear unit in 1927, held on for ten years before it was liquidated. At its close the mills employed only 600 hands, down from the peak years of World War I when 2,500 workers were employed. Southern competition and the company's own lack of foresight in failing to install new machinery were blamed for its demise. The town meeting which followed the closure of the plant and the subsequent efforts of the town to lease the space through Ware Industries, Inc. gained national recognition through a locally produced musical review called "We're Happy About the Whole Thing."

Several smaller companies came to Ware in the 1920s -- among them a hoist manufacturer from Cambridge, the Robert Gillespie Co.; Ideal Coated Paper; the Ironside Foundry (1922); and others.

In 1927 the fate of the Swift River valley was made official by the Swift River Act of 1927. Construction started on the Winsor Dam and the Goodnough Dike some time after. By the time the dam was completed in 1939, the Winsor Dam was said to be the largest artificial earthen barrier in the country.

#### E. Architecture

Residential: Comparatively little residential construction occurred in the period. Some single and multiple family housing was built along Route 9 west of town; most of this consisted of modest Colonial Revival or Craftsman designs.

Institutional: The major institutional construction of the period consisted of the building of a well-detailed brick Georgian Revival fire station (1939) at the town center and a hospital complex of some half dozen modest Georgian Revival buildings on West Warren Street.

### XI. SURVEY OBSERVATIONS

There is currently very little inventory in Ware: only the 1799 meeting house and one mill have been recorded. Further survey work should concentrate on the town center and on the meeting house center. Potential districts exist at Ware Center (18th and early 19th century institutional and agricultural), on Church St (19th and 20th century residential), and in some areas of mill housing. Future research should identify the builder or architect of the 1825 East Parish meeting house. Preservation efforts should include reuse of the Casino Theatre.

Industrial: Ware's survey includes only the Otis Company's stone mill (NR), though other portions of the complex, particularly the 1879 repair shop, could justifiably have been included also in the NR nomination, as could several important blocks of adjacent workers' housing contemporary with the 1845 mill. Important parts of the Stevens and Gilbert woolen mills also exist on the opposite side of the Ware River. One of the four remaining covered bridges in the state spans the Ware River between Ware and Gilbertville (1886), and should receive survey and NR attention.

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