

# MHC Reconnaissance Survey Town Report

## WESTBOROUGH

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.

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.



MASSACHUSETTS HISTORICAL COMMISSION  
William Francis Galvin, Secretary of the Commonwealth  
Chair, Massachusetts Historical Commission  
220 Morrissey Blvd.  
Boston, MA 02125  
[www.sec.state.ma.us/mhc](http://www.sec.state.ma.us/mhc)  
[mhc@sec.state.ma.us](mailto:mhc@sec.state.ma.us) / 617-727-8470

## MHC RECONNAISSANCE SURVEY REPORT

DATE: March 1983

COMMUNITY: Westborough

### I. TOPOGRAPHY

Westborough consists of a large central plain surrounded by round hills on the south, west, and northeast, rising to 700 feet above sea level. A large, low, cedar swamp occupies the eastern end of town. These features are the result of glacial activity, with the plain and marsh being the remnants of glacial Lake Assabet, while many of the hills are drumlins or remains of a terminal moraine and eskers. The soil is a loose sand and gravel with occasional clay deposits accounting for a local brickworks in the past. The town contains several ponds. The largest of which is 178 acre Chauncey Pond in the north end of town. Though no major rivers traverse the town, numerous brooks provided suitable waterpower sites for small mills. Those in the north and west drain into the Assabet River, which forms a portion of the northern boundary, while the streams in the south and east parts of town drain into the Sudbury River which has its source in Westborough.

### II. POLITICAL BOUNDARIES

Established in 1717 from part of Marlborough called "Chauncey Village," and other lands. Part of Sutton annexed 1728. Part of Shrewsbury annexed 1762. Part of Upton annexed 1763. Part established as Northborough District 1766 (Town 1775). Part of Shrewsbury annexed 1793.

### III. HISTORIC OVERVIEW

A suburban/industrial community on the eastern edge of the central uplands, on the historic east/west corridor to southern Worcester County, with native sites at Chauncey Lake and Hocomonco Pond. Originally, part of Marlborough with late 17th century settlement and early 18th century meetinghouse near Chauncey Lake. Dispersed agricultural settlement occurs through the 18th century, and good high style and vernacular examples of Colonial and Federal dwellings remain. Agricultural prosperity is sufficient to support Federal period commercial /proto-industrial villages at Wessonville and Westborough Center. Railroad location through the center in 1834-1835 focuses commercial, industrial, institutional, and residential development. Boot, shoe, and straw goods manufacturing attract a growing foreign-born population. Distinctive industrial, commercial, institutional, and residential clusters emerged in the Early Industrial period (1830-1870). Multi-story brick commercial blocks (1870-1890s), worker cottage districts, and middle and high-income residential streets are all well preserved. In the late 19th century, the state developed the Chauncey Lake area with reform school and hospital complexes. While suburban development over the last 30 years has altered much of the rural landscape, the most serious alteration has come from massive, sidespread industrial park development between the Route 9 and Boston-Albany rail corridors particularly around the I-495 intersection in the eastern part of town.

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

##### A. Transportation Routes

The area is crossed by several of the east-west tending paths. Primary route runs from northeast to southwest along East and West Main Street. Fork at Oak-Milk Streets connects to the Connecticut Path in the northwest of Northborough. Fork at Nourse Street in the southwest provides alternative. Joined in northeast by Gilmore-Flanders Streets, and additional, more southerly alternate route. Fisher Street as secondary route to Hocomonco Pond.

##### B. Settlement Pattern

Probable sites in the northeast around Chauncey Lake (Naggawoomcom) and Hocomonco Pond (Evil Spirit), as well as knolls adjacent to Sudbury and Assabet rivers.

##### C. Subsistence Pattern

Seasonal fresh water fishing in ponds and rivers as well as seasonal hunting and gathering, and agriculture.

##### D. Observations

Location of several path alternatives indicates high frequency of visitation. Regional patterns suggest Nipmucks in low density, seasonally exploiting fresh water resources.

#### V. PLANTATION PERIOD

##### A. Transportation Routes

Native population reduced with praying towns established to the east and south but little colonial use due to threats of frontier warfare.

##### C. Settlement Patterns

Grant to Charles Chauncey (1659) in the north adjacent to ponds, to Edward Bosworth to the west, and to Theophilus Eaton's heirs (1680), in the west; but probably not including permanent settlers. First settler Thomas Rice near Chauncey Pond. The first grant mentions a wigwam located in the northeast.

##### D. Economic Base

Reduction in seasonal use by native population as well as location of pasture and meadowlands of the parent town of Marlborough.

##### E. Architecture

Residential: Thomas Rice, believed to be first settler, occupied log house, 1674.

## VI. COLONIAL PERIOD (1675-1775)

### A. Transportation Routes

Plantation roads continue to be important, primary route remains East/West Main Streets. Milk Street added to communicate to the north, Warren-Bowman Streets to the south. Secondary roads include Maynard and Morse.

### B. Population

In spite of some raids, settlement accelerates after King Philip's War. Thirty-one petitioners granted town status (including Northborough) in 1717. 87 families by 1744; population 900 by 1776. Native population dispersed after war.

### C. Settlement Patterns

Incorporated as Chauncey in 1717 though movement for independence begun as early as 1688 due to distance from Marlboro, its parent town, meetinghouse. Church formed 1724, meetinghouse located off Milk Street near the Lyman School where population concentrated. With the formation of North Precinct (Northborough) in 1744, meetinghouse moved nearer to geographic center to Main Street where burying ground was already located just to the south. Dispersed farmsteads with early concentration on East Main Street. Reported native residences at Jackstraw Pasture and Cedar Swamp in the east.

### D. Economic Base

Primarily agricultural with focus on grains, pasture of cattle and sheep, goats, orchard products, and cedar shingles. Grist mill (1730) but most water power development on Assabet in Northborough. Increasing poverty by mid-century evidenced in "warnings-out" and establishment of a workhouse (1767).

### E. Architecture

Residential: The frame two-story center chimney house is the most common type in this period. Sixteen five-bay and four three-bay examples are recorded. Two-story, frame double-chimney houses are the second most popular examples predating the Revolution, again mostly of the five-bay type, although one four-bay house has been recorded. Two one-story, three-bay center chimney dwellings are known (one was demolished in 1906). The remaining example dates to ca. 1730 but was moved in 1830 and embellished within Greek motifs at the time. Two two-story, five-bay rear wall chimney houses survive. The majority of all these dwellings have pedimented entrances with transoms and pilasters; one segmental arch replaces the more common pediment. A smaller number display an entrance with a full entablature rather than the pediment. The Morse Homestead, ca. 1740 (demolished in 1839) was apparently built in stages: the western section was a two-story, five-bay unit to which was added a two-story, three-bay section; a wing on the east completed the structure.

**Institutional:** The first meetinghouse (40' x 30') was built between 1720-1724 on Powder Hill near Wessonville in the north-western section of the town. By 1726, school districts were established. In 1748, the second meetinghouse was erected in the town center, incorporating elements (such as the pulpit, pews, etc.) from the first building. Second structure was three stories high and seven bays long with a one-story enclosed porch roughly centered on the long side. Original sash were 12/12. In 1801, the congregation acquired a Revere bell and the tall narrow bell tower was added to one of the four-bay gable ends. Records indicate the first school buildings were constructed during the 1760s. In 1767, the one-story 30' x 16' frame workhouse was built.

**Commercial:** The first tavern, reputed to date from 1699 and owned by Samuel Forbush, was destroyed in 1793. Jacob Amsden operated tavern ca. 1719 which became Gale's Tavern by 1749. This was a two-story, five-bay center-chimney structure with a lean-to which still exists in an altered form. The Breck Parkman Shop (?) a one-story, four-bay center-chimney structure, was in operation by the end of the period.

**Industrial:** Mills, axe and scythe making, and blacksmithing all recorded during latter portion of period.

## VIII. FEDERAL PERIOD

### A. Transportation Routes

The colonial roads remain in use with the principal highway Main Street from Marlborough/Southborough to Grafton, and a major branch along Nourse Street to North Grafton. Milk Street continues as the main road to Northborough. The Boston-Worcester turnpike is completed through town in 1810.

### B. Population

Population remains stable at about 900 until 1810, then increases to 1830 (1438). Decade of greatest growth 1810-1820 (+278). Baptist organization formed 1811. Church constructed on East Main and Lyman (away from center) 1816. Church and town separate functions 1825.

### C. Settlement Patterns

Principal development occurs in the center village and at Wessonville on the turnpike, with a secondary cluster at the turnpike, Lyman Street, Main Street area. In the center, residential development extends southwest along Main Street and around a triangle formed by Main, School and South Street. However, Wessonville, turnpike village with thriving tavern, thread factory, and store threatens to overtake meetinghouse village as the town's growth center.

#### D. Economic Base

Entering the 19th century with an economy founded on agriculture, Westborough contained two gristmills and two sawmills. By 1830 it had begun the transformation to a manufacturing and mercantile center. The opening of the Boston and Worcester Turnpike in 1810 stimulated the growth of Wessonville, a community which overshadowed the town center until the Boston and Worcester Railroad passed through the center in 1834. At Wessonville were located a store, tavern, and short lived ca. 1827 steam-powered thread mill with first use of steam power in Westborough. Other manufacturing ventures begun during this period include a tannery (1826), two small ax, scythe, and hoe manufactories, a brickyard (1820s), and boot and shoe manufacture, begun on a shop basis rather than cottage industry in 1828. By 1832 at least five shops employing more than 140 produced \$65,000 worth of boots and shoes; sleigh manufacture begun on a small scale produced 150 sleighs, and employed six men; 200 females, employed largely at home, produced 18,000 straw bonnets. In addition, the town contained a plowmaker, several blacksmiths, and harnessmaker.

#### E. Architecture

Residential: The period reflects a roughly even balance between centered chimney dwellings and those constructed with double, end, or rear wall chimneys. The former are concentrated in the last decade of the 18th century. One gable end sidehall plan was constructed in 1820. Most of the development seems to come late in the period, from 1820-1830. Between 1820-26, Nathan Fisher built his house and store at Wessonville which consists of a frame, two-story, eight-bay mass. The door in the symmetrical five-bay, double pile house on the eastern end has an elliptical fanlight with sidelights framed by pilasters and a full entablature. The western three-bays comprise the store (which was added shortly after the house was built) and the entrance is similar but less elaborate than that on the dwelling portion, lacking the sidelights. The entire structure has a hipped roof with a monitor (resembling an enclosed balustrade) and interior chimneys.

One of the first and few brick houses, that of Isaac Amsden built in 1830 appears at the end of the period. The single-pile two-story, five-bay dwelling has end chimneys, 6/6 sash with jack arches and a Greek entrance surrounded with pilasters, full entablature, and sidelights with deep aprons. The ell of this house is a two-story center-chimney early 18th century dwelling. A second two-story brick dwelling, five-bay located on the site of a brick yard on East Main at Lyons Street, may date from the Early Industrial period.

The 1830 residence of Dr. Harvey is a two-story, five-bay double-pile frame structure with end chimneys toward the front to the house as well as rear wall chimneys.

The Joseph Lathrop House, also constructed at Wessonville (ca. 1825), is a two-story, five-bay center-passage, double-pile house with a hipped roof and interior chimneys. The entrance displays a full entablature. Wessonville remained a center of activity in the town from ca. 1810 until the coming of the railroad in 1834.

**Institutional:** In 1825, the Baptist refuse to pay taxes and the formal separation of church and state is made. Between 1825 and 1830, the Baptists constructed their first church which is the first building in town used solely for religious purposes. Little other activity in this period. One typical four-bay school house (1810) survives as a residence.

**Commercial:** Nehemiah Miller erects tavern in center in 1800, run by Gregory (Gregory's Inn), a two-story, five-bay frame structure with double chimneys sold to Brigham in 1822, Brigham adds port known as Westborough Hotel in 1824, enlarged 1834 when railroad arrives, porches added, 1849 sold and original portion removed and used as Brigham residence, remaining portion became straw shop, later known as Union Block, recently heavily remodelled. Nathan Fisher and Joseph Lathrop operate store at Fisher's home in Wessonville. 1825-27, Silas Wesson builds tavern at Wessonville near old meetinghouse.

**Industrial:** Several saw and grist mills in operation by 1830. In 1820s, Nathan Fisher builds a thread factory powered by steam at Wessonville.

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

### A. Transportation Routes

The early 19th century highways remain in use, but the significant event of the period is the construction of the Boston-Worcester railroad through the center in 1834-35.

### B. Population

Population more than doubles from 1830 (1438) to 1870 (3601), with the greatest increase in the 1860s, (+688). 447 Irish present in 1855. Foreign-born population 16% in 1865. Religious denominations proliferate. Overcrowding, theological conflicts, and ultimately the location of the railway next to the meetinghouse split the local congregation into Unitarian (new church 1834) and Evangelical (new church 1848) Societies in 1834. Other religious organizations that form are Adventist (1859), First Methodist Episcopal (1844, church built 1864), and St. Luke's Catholic (1850). Secular organizations also flourish, including Mechanics Association (1838), Agricultural Society (1839), Odd Fellows (1845), and Masons (1866).

### C. Settlement Pattern

Following the arrival of the railroad in 1834, the center village develops as the town's commercial, industrial, and institutional focus with expanding and increasingly differentiated residential districts. Meanwhile, Wessonville stagnates. Industrial development occurs primarily to the south of the tracks and east of Main Street with a distinctive worker district forming east of South Street. The institutional focus shifts away from the old meetinghouse, southwest along Main Street led by the Unitarian and Baptist Churches (1835), Town hall (1842), and Evangelical Society (1848). Meanwhile, the less prosperous Catholic Church and Methodist Episcopal Church remain on Milk Street, facing the railroad. High income residential development concentrates on Church Street extending north from the institutional focus. Residential expansion also occurs between High and Summer Streets north of the railroad and in the Cross Street/School Street area. Commercial development concentrates at the Milk Street/Main Street intersection, with multi-story, brick commercial blocks under construction by the late 1860s.

Outside the center, Wessonville takes on an educational function (Wessonville Seminary, 1840-52; Willow Park Seminary 1867-76). Northeast of Chauncey Lake, the first building of the State Reform School is constructed in 1848.

### D. Economic Base

The arrival of the railroad to Westborough Center in 1834 stimulated economic growth in both the industrial and agricultural sectors, though it was not until the end of this period that the greatest industrial growth was experienced.

Immediate impact of the railroad was in the agricultural side of the economy. Very soon after 1834 milk began to be collected and sent to the Boston markets. By 1840 the Westborough Milk Company was organized by J.A. Fayerweather, a local farmer/storekeeper who collected and marketed milk from local farms. In 1859 the Cyrus Brigham & Co. milk business of Boston was established, and by 1890 was the largest milk business in the world, collecting and marketing milk from Westborough and other towns in eastern Massachusetts. Local farmers established a Milk Producers cooperative in 1865, and set up a cheese factory which continued to 1873. By 1875 Westborough was second in Worcester County in milk production, fifth in the number of apple trees, thirteenth in the quantity of pork butchered. An agricultural society was organized in 1839 and held annual fairs, stimulated competition, and aided the exchange of useful information.

Manufacturing was initially boosted by the continued growth of the boot and shoe industry. By 1855, 500 persons were employed in the production of \$421,000 worth of boots and shoes in several large factories. Sleigh manufacturing increased from several hundred sleighs in 1840 to 3000 per year during the 1870s in eight establishments. Straw and palm leaf hat manufacturing was centralized in a factory in 1863. By 1870 at least four shops



produced \$1,112,020 worth of goods and employed more than 430 people. S. Turner, a Westborough man, developed the American Straw Sewing Machine and established a manufactory in 1869. It soon closed after the invention of a superior machine. The rapid growth of the town during this period stimulated the building trades as carpenters, builders, masons, woodcutters, and a brickyard prospered.

Two banks were organized in Westborough by the local business and civic leader: The First National Bank in 1864, and the Westborough Savings Bank in 1869.

### E. Architecture

**Residential:** Majority of development occurs in or near town center. Significant population spurt between 1830 and 1840 can be linked to the advent of the railroad in 1834. Last development at Wessonville is the construction in 1832 of William White House (Maples Cottage), a two-story, five-bay, center-house (1835) is a two-story, five-bay facade, main entrance has a one-story porch on Doric columns with full entablature and secondary entrance is framed by pilasters with a full entablature and transom. The roof is hipped and the house has panelled cornerboards.

The G.W. Morse House on the corner of High and Main Streets is an elaborate two-story, three-bay gable end dwelling with a flushboard facade or recessed bays between panelled Corinthian pilasters. Windows have hood molds and a side entry is sheltered by an Italianate canopy.

**Institutional:** Second Baptist Church erected (1834); 1834 Catholic workers began holding services; Evangelical congregation builds meetinghouse on present site (1834), structure entirely remodelled in 1869; two-story gable end building with rusticated ground floor, flushboard facade with a projection pedimented block superimposed which is also of flushboard with quoins, four fluted Doric columns on pedestals support pedimented block, square tower with guilloche pattern and quoins, engaged columns at corners of second level of tower, spire. Second meetinghouse sold (1837) because too close to railroad and congregation had split, becomes "Old Arcade Building"; Unitarians build meeting house on present site (1850), one-story Greek Revival style; 1867 Wesson Tavern sold becomes Willow Park Seminary; third of present Baptist Church constructed (1869), two-story gable end with flushboard facade, central projecting pavilion, onion dome; Catholics buy First Baptist Church for services in 1869; State Reform School founded (1846) on north side of Chauncey Lake, Theodore Lyman contributing total of \$72,000 to school original buildings erected 1847-48, enlarged 1852, burned 1854, rebuilt ca. 1860, early buildings formed a quadrangle: three-story hipped block with flanking towers, Italianate in feeling, Administration Building (1860): three-story gabled structure with cupola and one-story portico (shows as hipped roof in 1895).

Commercial: Second meetinghouse sold (1837), converted to commercial use as Old Arcade Building (demolished 1891); Cables Block known in 1839 as Brick Block; Eagle Block (ca. 1855) was a 2 and one half-story mansard roof structure; proper to 1867, Wesson Tavern functions as a sanitarium; First National Bank chartered in 1864; Westborough Savings Bank incorporated in 1869; 1866-76: brick commercial buildings appear in town center.

Industrial: Little evidence remains of mills that were located in town center.

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

### A. Transportation Routes

Local road improvements are undertaken in the 1870s and construction of concrete sidewalks in the center begins in 1873. By the early 1900s the Boston/Albany Railroad is rerouted to pass north of the center. At about the same time, a set of electric rail lines are constructed to radiate out to the surrounding communities of Northborough, Marlborough, North Grafton, and Hopkinton, primarily along existing main highways. The Boston-Worcester line crosses town, following the turnpike as far east as Wessonville, then veering south and onto a new east/west roadbed into Southborough.

### B. Population

Population increases initially from 1870-1875 (+541) then remains stable around 5200 until 1895. It then rises to about 5400 and remains at that level until 1910. From 1910-1915 it increases (+479) to 5925. In 1875, foreign-born population includes 496 Irish, 351 Canadians; in 1885, 414 Irish, 78 French Canadians, 77 Nova Scotians, 67 New Brunswickers. By 1905 there are 415 Irish, 190 Nava Scotians, 120 English, 62 Italians, 51 French Canadians, and 51 New Brunswickers. An Episcopal Church is organized in 1885 and a new Roaman Catholic Church is built in 1890. New secular organizations continue to appear. Besides the many lodges, documented examples include the reform Club (1876), Hibernians (1875), Knights of Labor (1884), Grange (1885), Business Men's Association (1886), and Boot and Shoe Workers International Union (1890).

### C. Settlement Pattern

Expansion and intensification of settlement in the central village continues in this period. The industrial scene expands across to the north side of the railroad. In addition, some factories locate on Milk Street. Commercial block construction continues in the center through the end of the century, spurred on in part by destructive fires in the area. Additions to the institutional cluster include the Roman Catholic Church (1890) and Public Library (1900). Residential construction continues to expand along the south and southwest border of the center, as far as Blake, Charles, and Cedar Streets, with linear extensions on Rugles Road and South Street. The new, high-income district

shifts north of the center to the High Street area. New worker housing extends out Milk Street. Dwellings are almost all single family structures.

Outside the center, the State Reform School (renamed Lyman School) is moved to Wessonville in 1885, and the Westborough Insane Hospital is established the former school site.

Westborough Electric Light Company is formed in 1887.

#### D. Economic Base

The period opened with great prosperity. The straw and palm leaf hat industry dominated with over 1000 employees and sales of more than \$1,000,000. Boots and shoe manufacture continued strong to the turn of the century with four establishments in operation in 1895, including the large factories of Gould & Walker and George B. Brigham & Sons. In 1895, 50 manufacturing establishments existed in 16 different industries, led by clothing and drug manufactories with seven firms in each category. Industries introduced to Westborough during this period include the manufacture of wooden boxes, trellises, piano, carpets, narrow fabrics, and bicycles. By 1889 Westborough was ninth in the country in the value of manufacture goods. However, by 1905 only 18 manufacturing firms remained, dominated by straw hat and sleigh manufactories.

Agriculture remained an important industry. By 1895 its products ranked in the top eight for the country in 11 categories, including milk (6th), cabbages (5th), celery (3rd), squash (4th).

#### E. Architecture

Residential: Development appears concentrated in town center. Cluster of mid-to-late nineteenth century dwellings along High Street include popular Italianate, Second Empire, and Queen Anne styles and a major Colonial Revival example. Workers cottages grouped throughout center. Southwest (?) of town center was Christopher (?) Whitney house, a 2 1/2 story, five-bay structure with mansard roof and central projecting pavilion, Italianate porch, brackets.

Institutional: State Reform School complex transferred to Westborough State Hospital (1884); state acquires property near Wessonville (1885) and builds new reform school named in honor of Theodore Lyman, patron, four three-story brick dormitories with corbelled brick work survive; Catholic (former Baptist) church burns in 1886. Catholics build a frame Romanesque structure to replace it in 1889; ca. 1870 High School is built: a 2 and 1/2 story brick structure incorporating earlier brick building as an ell; 1888 brick firehouse, two-story hipped roof with tower; 1898 Episcopalians move from Unitarian Church to converted barn (mission of St. Mark's, Southborough); Colonial Revival grew brick library with stone trim (1908) by Penn Varney of Lynn.

Commercial: Brick Post Office Block (1870s) is 2 and 1/2 story brick structure with slate roof; continued construction of brick commercial buildings throughout 1880s; new Arcade Building (1891) replaces former meetinghouse of 1748; Whitney House Hotel (1882): four-story brick Colonial Revival with projecting end pavilion, balustrade, brackets (burned 1907); 1890s stone railroad station with shed intact has broad hipped roof with flared eaves, dormer, braces at eaves, very Richardsonian.

Industrial: 1902 brick weaving factory in town center survives; frame gable end mill (ca. 1820) in Picadilly vicinity.

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

### A. Transportation Routes

By the 1920s street car lines are abandoned and local roads are improved for use as automobile highways. In 1930-31, the Boston-Worcester Turnpike is reconstructed as a four-lane highway (Route 9). By the mid-1930s, Route 135 and Route 30 are paved as major thorough fares.

### B. Population

Population rises and falls irregularly, showing a gain of 538 over the period to a peak of 6463 in 1940.

### C. Settlement Pattern

Relatively little change occurs in this period. Some residential construction occurs along the southwest edge of the center. A new High School (1925) is added to the institutional cluster on Main Street. The Lyman School and Westborough State Hospital continue expansion.

### D. Economic Base

Though this period saw a continued loss of old manufacturing establishments, such as the boot and shoe industry, a number of new firms appeared. The textile and clothing industry increased its domination of Westborough's industry during this period. Westborough Underwear Co., begun in the 1890s persisted and employed about 50 persons; J.S. Mason & Sons produced tapes, bindings, and narrow fabrics in the Old G.B. Brigham Boot and Shoe Factory; a curtain factory was established; felt and straw hat manufacturing continued to be the largest single employer, with more than 250 employees. New industries included Bay State Abrasives, manufacturers of grinding wheels, refractories, and abrasive bricks, J.R. Cooper Co., tanning and finishing sheepskin leather, and two screw and machine shops.

Dairying, orchards, and market crops continued in importance during this period, though the number of dairy lands began a slow decline towards the end of the period.

E. Architecture

Institutional: Town Hall (1929) by Kilham, Hopkins & Greely is a two-story five-bay Colonial Revival brick structure.

XI. SURVEY OBSERVATIONS

XII. SOURCES

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