

MHC Reconnaissance Survey Town Report

WESTFIELD

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.

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MHC RECONNAISSANCE SURVEY REPORT

DATE: May 1982

COMMUNITY: Westfield

I. TOPOGRAPHY

Westfield's terrain consists of a combination of lowlands and moderate uplands. The easternmost portion of the town is dominated by the western periphery of East Mountain, a basalt ridge that is part of the Holyoke Range. Elevations range between 250 feet and 430 feet. A slightly undulating sandy plain extends west of East Mountain. This plain was probably deposited by glacial Westfield River during the last glacial episode. The Westfield currently cuts through these lowlands and the remainder of Westfield on an east-west axis on its way to the Connecticut River (West Springfield/Agawam line). A narrow floodplain flanks the Westfield River on its course through the town. These bottomlands have provided Westfield's prehistoric and historic inhabitants with extremely productive agricultural land.

A series of drumlins dominate the western third of Westfield. These uplands generally reach heights ranging between 425 feet and 1000 feet. Prominent points include Ball (1111 feet) and Grindstone Mountain (860 feet), both situated in northwestern Westfield, the twin summits of the Pochassic Hills (441 feet, 425 feet) north of the Westfield River and west of the city of Westfield and Westfield Mountain (915 feet) located in southwestern Westfield.

The town has a number of natural and manmade freshwater bodies. Most interesting are two complexes of glacial kettle holes that dot the northernmost portion of Westfield's central and eastern plains. Local soils range from the rich alluvium of the Westfield River floodplain to the glacial till of the uplands.

II. POLITICAL BOUNDARIES

Reportly settled as Woronoco fur trading station from Connecticut during 1639-1643, Woronoco was included within the Massachusetts patent by 1647 (Bates 1870:49; Dewey 1919:7). Private grants at Woronoco were made during 1658 -1668 and incorporated as town of Westfield in 1669 (including Southwick) with Springfield as the boundary at East Mountain crest in 1670 (West Springfield). Boundary with Northampton (Southampton) was established in 1701 and western grants were made as New Addition in 1713 (Montgomery and Russell). The southern boundary was established in 1770 with the separation of Southwick and the southwest corner was defined in 1775 with Granville. The western boundary was created during 1780-1792 with the formation of Montgomery and Russell. Westfield incorporated as a city in 1920.

III. HISTORIC OVERVIEW

An industrial agricultural city on the primary western corridor from Springfield to the Berkshires, Westfield is situated along

the Westfield River between mountain ridges and the Woronoco plain. It was an important native center with a Contact period fortified village reported at the junction of Westfield and Little rivers (Woronoco) and there is site potential at Pine Hill Cemetery, Hundred Acre Brook, Pochassic Road, and Munns Meadow. There was a reported early fur trading station from Connecticut at Woronoco during the mid 17th century with the Westfield plantation established as a formal town settlement before King Philip's War. Much of the original town plan survives as rangeway street pattern, including reported houses of late 17th century construction along Main Street and early stones at Mechanic Street cemetery.

Westfield developed as an important agricultural center during the Colonial period with farmsteads on fertile lowlands. The original town core on Main Street retains its authentic village character with several early 18th century houses, including notable examples of Connecticut Valley doorways. Some outlying houses of post-Revolutionary date from Main Street west to Broad-Elm Streets during the Federal period with survival of brick commercial row and houses around the Court Street common, with a notable rural brick example at East Farms.

Introduction of the canal and railroad during the Early Industrial period reoriented the town center along Elm Street to the northside depot. The affluent residential district is preserved along Broad and Court Streets with houses of Greek Revival and Italianate design, including a landmark brick church and early garden cemetery at Pine Hill. Northside railroad district retains workers' housing along Pochassic Street and suburban examples on Union Street. Industrial development was noted for whip manufacture during the mid 19th century with survival of several brick factories and one original firm. Outlying districts remained as prime agricultural areas with the introduction of commercial tobacco before Civil War, and including suspected period barns along Shaker Road and traces of the canal bed along Great Brook and around Pochassic Hills. Rural village centers at Wyben and Mundale retain authentic period character with Greek Revival houses numerous on farm roads.

Increasing urban density during the Late Industrial period is marked by Elm Street brick business blocks and a landmark Romanesque Academy-Municipal building in the town center. Northside railroad district preserved Gothic Revival depot and period truss bridges with multiple family housing, including Holyoke style apartments. Large brick factory complexes remain intact along Little River with suburban residential neighborhood of historic revival styles extended on Court Street out Western Avenue trolley line. Industrial growth was maintained through the Early Modern period with bicycle production. The civic center was rebuilt in neoclassical style on Court Street with examples of early auto garages on Main and Franklin Streets. Expansion of Holyoke and Springfield created a cottage resort on Pequot Pond and a sanatorium of Art Deco style on East Mountain Road.

Present commercial and industrial expansion is most obvious around the Barnes Airport-Route 10 corridor from the Mass. Turnpike interchange, with a large scale shopping center development along the

Route 20 axis potentially threatening historic integrity of original Main Street houses. Elm Street business district remains viable with the renovation of civic buildings and preservation of the Court Street district. Suburban expansion is rapidly overwhelming former farmland along the Western Avenue axis to the State College campus. Outlying village centers at Wyben and Mundale retain complete integrity with tobacco production still maintained on the fertile lowlands. Portions of near northside appear deteriorated with potential loss of early workers' housing and notable depot complex on North Elm Street.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

There was convergence of regional routes at the junction of the Westfield and Little rivers between the mountains and Woronoco valley. The major east-west trail along the Westfield River reportedly followed the axis of Route 20 along the north bank to Tomnamock (Powdermill Brook) as Union Street to a primary ford at the Elm Street bridge. An alternate trail from Agawam from the south bank reportedly followed Old Feeding Hills-Little Road to Main Street ford over the Little River (Wright 1919:map 1). From Main Street the primary east-west trail apparently followed south bank from Woronoco fort as Court Street-Western Avenue to Bates Road. An alternate north bank trail along the Westfield River appears to be located along Pochassic Road around the Pochassic Hills. Major north-south trails to Woronoco site are unclear. A likely route from Pequot Pond and Nonatuck (Northampton) followed Mountain to Sandy Mill Brook, possibly as Old Holyoke Road with an alternate possible along the axis of Route 10 across the Barnes Airport plain. A third trail appears likely along the Upper Powder Mill Brook (West Farms) along Montgomery-Russellville Roads. Trails from Congamond Pond (Southwick) to Woronoco followed along Great Brook as Shaker Road and a route along the axis of Routes 10-202 from the Little River ford at Crane with a possible alternate as Ponders Hollow Road. A western trail to Mundale apparently followed along Granville Road with a possible ford at Horton's Bridge and a branch south as Honey Pot Road.

B. Settlement Patterns

There were two reported native Contact period sites. The Guida Farm site (occupational evidence extending from the Middle Woodland to possibly as late as the Plantation period) is situated on the north side of the Westfield River floodplain slightly north of its confluence with the Little River. The Guida Farm archaeological complex may be the site of the "Old Indian Fort" reputedly located at the confluence of these two rivers. The second site consists of a native burial situated slightly south of the New Haven and Hartford Railroad's junction with Hundred Acre Brook. Possibly a third period site was located on Prospect Hill, immediately north of the junction of the Westfield River and the Route 10 bridge, when considering its earlier designation as "Brass Hill (Times and Newsletter 1892/3:n.p.), a likely reference to a Contact period burial. During this period, native settlement probably concentrated on the lowlands and terraces adjacent to the Westfield and Little

ivers, as suggested by the presence of the above sites and the large number of unidentified native sites situated near these rivers. Moderate to extensive native settlement probably occurred on the lowlands adjacent to the Pequot Ponds complex and the moderate uplands in the vicinity of West Farms and Wyben.

C. Subsistence Patterns

The alluvial soils of the Westfield and the Little river floodplains provided the area's native population with an extensive source of excellent agricultural land. Additional agricultural land was available on the terraces abutting the river floodplains, the lowlands west and north of Barnes Municipal Airport and the moderate uplands in the vicinity of West Farms and Wyben. Historically, the Westfield and Little rivers have contained large quantities of fish including shad, salmon and bass. Additional native fishing likely occurred at the Pequot Ponds complex. Native hunting and gathering most likely focused on the wooded uplands and marshlands of Westfield.

D. Observations

Westfield was probably a major native settlement area in the Connecticut River Valley study unit when considering the extensive freshwater sources and agricultural land. This area was reputed to be the central location of the Woronocos, a sub-group of the Pocumtucks, who by the 17th century loosely controlled territory encompassing most of the westernmost quarter of Massachusetts and extending south and north along the Connecticut River into northern Connecticut and southern Vermont, respectively. Material recovered from the Guida Farm site suggests local trade ties with natives inhabiting the Hudson River Valley (New York) and the southern portion of the Connecticut River Valley (Connecticut). There is an excellent likelihood of extant period archaeological sites on a large portion of the Westfield River's northern floodplain and the river's southern floodplain in the vicinity of the Tekoa Country Club and the peninsula on which the Guida Farm site is situated. In addition, the Little River lowlands and terrace, the Pequot Pond complex and moderate uplands adjacent to West Farms and Wyben should be considered archaeologically sensitive.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes

Native trails remained as the regional route system. The primary east-west route from Springfield improved with ford-bridge over the Westfield River at Frog Hole (Route 20 bridge) in 1673 with similar crossing apparent at Little River (East Main Street). The main north-south highway between Northampton and Hartford is documented as Dry Bridge Road with a crossing of the Westfield River near Powder Mill Brook island (now abandoned). The primary crossing of the Westfield River was maintained at Elm Street location with a connector to Main Street meeting house as Meadow Street (Lockwood 1922, 1905 map). A secondary crossing was also maintained above Upper Falls to Pochasick (now abandoned). Rangeway lot divisions of 1669 set location of Silver and Franklin Streets along the Main Street axis.

B. Population

The available sources failed to provide figures for the area's native population. However, Westfield is reputed to have had an extensive native population in the 17th century.

The colonial settlement consisted of less than 12 inhabitants in ca. 1662. One estimate placed the combined population of Westfield, Northampton and Deerfield at 200 residents in ca. 1673.

C. Settlement Patterns

Native settlement continued in Westfield during the Plantation period. Settlement patterns were probably basically the same as those of the Contact period, particularly when considering Westfield's lack of a substantial colonial population.

The first reputed colonial settlement was short-lived and consisted of a small trading post established by Governor Hopkins of Connecticut in the vicinity of the confluence of the Westfield and Little rivers in ca. 1640. Initial permanent colonial settlement did not take place until the late 1650s or early 1660s on the north or "cellar side" of the Westfield River near Union Street. Several additional homes soon after were constructed on land between the south side of the Westfield River and Main Street and between the Little River and Little River Road. By the late 1660s, settlement was focusing on the south side of the Westfield River in an area bounded by the river, Little River, East Silver Street and Broad/Elm Street. The town's first meeting house (ca. 1672) was erected within this primary settlement node slightly east of the junction of Main and Noble Streets. House lot selection was determined by the size of individual families (Events 1879:II, 940). Scattered homes were built in the vicinity of Mundale in the 1670s.

D. Economic Base

The native population probably retained their basic subsistence patterns. However, the fur trade assumed an important role in the economy of the Woronocos with the establishment of the Pynchon family fur trading operation in Springfield in the late 1630s.

The community initially was established as a fur trading post in ca. 1642. The colonial economy focused primarily on crop and livestock production. The first crop and grazing lands were established adjacent to Union Street and south of West and East Silver Streets. Additional farming probably took place on the lowlands and terraces adjacent to the Westfield and Little rivers. Local residents were probably involved in the Springfield fur trade operation. Westfield had a limited industrial base. A short-lived grist mill was built near the junction of the powdermill and Sandy Mill brooks in ca. 1668. A grist mill and sawmill were constructed on "the Two Mile River" in the Little River district in ca. 1672. The town's first tavern was established in ca. 1668 near the "Riverside Hotel."

E. Observations

Westfield was the westernmost colonial settlement established in the Connecticut River Valley study unit during the Plantation period. This settlement area along with Agawam and West Springfield comprised probably the most productive agricultural region in the study unit. Westfield is well endowed with surviving period features including considerable portions of pre-1675 house and farm lots demarcated in the present street system between the Westfield and Little rivers and place names such as One Hundred Acre Brook. The greatest likelihood for extant period archaeological remains would be on the north side of the Westfield River in the vicinity of Union Street and the area enclosed by Broad Street, the terrace immediately east of the Little River, and the Westfield River. Evidence of the ca. 1672 meeting house and fur trading post may still survive in the latter area.

VI. COLONIAL PERIOD (1665-1775)

A. Transportation Routes

The primary regional routes were maintained from the Plantation period with an east-west highway from Springfield along the axis of Route 20. A secondary road system was laid out during the 18th century from Westfield town center. North-south highways along the valley plain were set as East Mountain Road, Apremont Way, and Montgomery Road. East-west highways along the Little River appear as City-View-Sackett-Whitaker Roads to Mundale and Western Avenue. Several secondary connectors of the period include Shaker, Tannery Roads at Hundred Acres and West Road around Pochassic Hills.

B. Population

The area's native population abandoned Westfield during King Philip's War. By ca. 1676, one estimate placed the town's population (including Southwick) at 150 colonial residents (Janes and Scott 1969:77). The population underwent over a threefold increase in 1689 to 500 inhabitants. Additional large-scale growth occurred in the 18th century. In 1765, the town's population had grown to 1,324 residents, 41 of whom were blacks. These figures were the second and first largest populations, respectively, in the study unit during the Colonial period. Westfield had grown to 1,488 inhabitants by 1776. Three smallpox and measles epidemics occurred between 1722 and 1760 (Ibid:261).

C. Settlement Patterns

Westfield suffered limited damage during King Philip's War. Three houses were burnt by native forces during the fighting. There was no reference to property damage or casualties during the French and Indian Wars of the last decade of the 17th century and the 18th century.

For several years after the termination of King Philip's War, the vast majority of local residents lived within a wooden palisade erected in ca. 1677 and roughly enclosing an area two miles in

circumference within the town's Plantation/Colonial period primary settlement node. One source claimed the palisade extended along East Silver Street, Cross Street, Main Street (Plummer 1919:11) and most likely the western edge of the Westfield River. Settlers situated on Westfield's periphery were provided with lots within the stockade while the original property owners were compensated with two acres outside the town center for every acre they gave up to the new residents. At least two residents were allowed to remain in homes outside the palisade area (Little River Road, Union Street) providing their residences were defended with 5-6 man garrisons (Ibid.) 1704 witnessed additional plans undertaken to protect Westfield from native attack with the establishment of garrison houses on Martin Street, East Silver Street, Little River Road and several other locations (Ibid.:12).

The Plantation period primary settlement node remained Westfield's focal point throughout the Colonial period. A second meeting house was erected slightly west of the first structure at the junction of Main and Cross Streets in ca. 1720. Westfield's first schoolhouse was constructed in the vicinity of the ca. 1672 meeting house site in ca. 1707. A later brick schoolhouse replaced this structure in ca. 1753. By the early 18th century, increased settlement began to occur outside the settlement node. A secondary settlement node had developed in the vicinity of Mundale. Scattered homes were established in the vicinity of West Farms and Wyben beginning in the early 18th century, as part of the division of the town's "outer and inner commons." Additional settlement occurred in present Russell and most of Montgomery in the late 1730s as a consequence of Westfield's 6000-acre "New Addition."

D. Economic Base

Westfield maintained its strong agricultural base. The town's industrial component underwent considerable expansion in the last decade of the 17th century and the 18th century. A grist and sawmill were constructed at the mouth of the Two Mile River in ca. 1680. Grants were made for the establishment of mills on the Westfield and Little rivers in 1697 and 1702 respectively. A possible pre-1775 mill was built on the Great Brook immediately south of its junction with Little River Road, while a probable pre-1775 powder mill was established in the Little River district. Two possible pre-1775 tanneries were built in the vicinity of the primary settlement node on the present site of the Abner Gibbs School and the east side of Cross Street. A local potash plant was erected by Deacon Taylor and Clark Kim in ca. 1764. Richard Falley established a small arms manufacturing operation prior to 1775 slightly northwest of Route 90s junction with Moose Meadow Brook. Extensive quarrying was undertaken by local residents in what was then western Westfield (Russell and part of Montgomery) in the 18th century. Several taverns were established, including the Clapp Tavern, erected on the corner of Elm and Court Streets after 1743 and the Fowler Tavern erected in ca. 1761 on the corner of Main and Exchange Streets.

E. Architecture

Residential: Approximately a half dozen Colonial period houses are known to survive in Westfield: perhaps as many as a half dozen

additional period buildings which have been inventoried were observed in the field. Most of the period structures recorded are center chimney houses; one double interior chimney (center hall) house is known along with one center chimney cottage. Two brick houses dated to the period are also known; these are the Bancroft House (1750) and a house on West Silver Street. While the Bancroft House appears to be original, the East Silver Street house probably dates from the 19th century. The Bancroft House incorporates end chimneys and a string course at the second floor; the walls appear to be laid in Flemish bond. The earliest house in the city is the center chimney Alvord House on East Silver Street, dated to 1680. Fenestration is irregular, with three window bays on the second floor and five window bays on the first floor. The three-bay second story configuration probably indicates the original construction; three-bay wide, center chimney houses appear to have been the norm for late 17th century houses in the region. The Ingersoll House (1698-1890) was also three bays wide and other instances of this configuration have been noted elsewhere. The Ingersoll House was "forted" in 1704, along with five other houses in the city. The earliest brick house in the town was built in 1755 at Pochassic.

Possible period houses which are not recorded in the local inventory were observed on Mill Street and East Farms; all of these are center chimney houses, probably dating around the mid 18th century.

Institutional: The first meeting house was built in 1668 and was quickly replaced by a 36-foot square by 14-feet tall meeting house in 1672. This was modelled on the Hatfield meeting house. The first school (18 feet square) was built in 1700. The meeting house was again replaced, ca. 1719-1721, with one built "barn fation" with a "bell coney" in the middle of it (Holland 1855:142); it stood 52 x 41 feet in dimension. The only other institutional construction of the period was the building in 1753 of a brick schoolhouse on Main Street.

Commercial: Two taverns of the period are known to survive in Westfield. These are the Landlord Fowler Tavern (ca. 1755) on East Main Street and the Stephen Sackett House (ca. 1770) on Western Avenue. Both are double interior chimney structures with double-leaved Connecticut Valley entrance surrounds with broken scroll pediments. The Fowler Tavern features a gambrel roof with three dormers with pediments; the original entrance surround was removed in 1915 and the present entrance surround is a reproduction. The Sackett Tavern entrance is believed to be original.

F. Observations

By the end of the Colonial period, Westfield had established itself as one of the most populous and economically well developed settlements in the Connecticut River Valley study unit. The settlement's proximity to northern Connecticut and access to the Connecticut River via the Westfield River suggests strong social and economic ties with northern Connecticut. It is quite likely archaeological remains of Colonial period settlement still survive in the vicinity of Mundale, West Farms and Wyben.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

Highways remained in place from the Colonial period with the primary east-west route from Springfield- Pittsfield as Route 20 along the Westfield River. There was secondary improvement of highways across the Woronoco plain, including north-south Southampton Road (Route 10) and east-west North Road. The major transportation innovation of the period was the construction of the Hampshire and Hampden Canal along the north-south axis of the Woronoco valley from Connecticut to Easthampton during 1826-1829. The canal route followed the level topography along Great Brook (Southwick) crossing Little River and through Westfield Center (now the railroad line) with a bridge across the Westfield River. The canal location then followed north along Powder Mill Brook to Brickyard Brook paralleling the course of Lockhouse Road, with an extensive feeder canal around Pochassic Hills. Much of the original canal bed is now obscured with portions of embankment visible at Shaker Road along Great Brook, and remnants near the Massachusetts Turnpike interchange at Arm Brook. The feeder canal remains intact around Pochassic Hills with an embankment visible at Montgomery Road.

B. Population

In 1790, Westfield had a population second only to West Springfield in the entire three-county Connecticut Valley. In that year, it numbered 2,204, probably a testimony to a rich agricultural economy, like West Springfield's. Over the next two decades, this figure dropped somewhat as New York's Black River (Lowville, in Lewis County) attracted numerous families, but by 1820 the town's population was again on the rise, increasing by 25% in the preceding decade. Canal construction and the expansion of Westfield village continued to attract newcomers, and by 1830, the town's population stood at 2,940.

C. Settlement Patterns

There was reorientation of the town center west from Main Street to Broad-Court Street common with location of Westfield Academy (1796) and the third meeting house (1806). The construction of the Hampshire and Hampden canal through the town center in 1826 divided the original Main Street core from Broad Street common; affluent housing shifted to Court Street. Development of the Westfield and Little River mill sites created mill villages at the Elm Street bridge and South Maple Street. Outlying areas maintained a primary agricultural economy with secondary village centers at West Farms and Mundale around local handcraft industries.

D. Economic Base

The earliest powder mill (early 18th century?) was established in the Little River district. By about 1830, there were probably at least four powder mills, many of which probably doing a good business supplying blasting powder for use in canal construction. Mundale, where powderkeg shops had been located since the early 18th century, had at least three suppliers of kegs about the same period. The

same isolated nature of Westfield, which may have encouraged powder manufacture in the late 18th century, may also have stimulated at least one Armorer. Richard Falley's pre-Revolutionary armory produced muskets into the first decade of the 19th century.

The introduction of the whip business to Westfield is credited to Titus Pease and Thomas Rose in 1801. At that time, whips were made of white oak and were twisted stock whips. The lash was made of sheepskin and covered with the same material. About 1820 others began to manufacture whips with plaited stocks and horsehide lashes. The stock was rattan and whalebone glued together. To Hiram Hull, however, most of the early innovations in whip manufacturing are credited. Hiram Hull began operations in 1810. At first he employed women and girls to braid whip lashes, selling or trading the result to farmers who attached them to whipstocks. About 1822 he invented the "barrel" plaiting machine, and it was this invention which started the whip business on a large scale (Janes, 353). By 1832 Hull was the largest whip maker in town, employing 26 men to make 50,000 whips annually - about half the whips then made in Westfield.

But it must have been the construction and opening of the Hampshire and Hampden Canal in the late 1820s that brought thriving commerce to this wilderness town. Organization of the Hampden Bank in 1825 was followed by canal docks and warehouses, and agricultural traffic to New Haven and other canal towns beginning in 1829. Westfield farms were said to produce a greater variety of market produce than most other towns because of the variety of soil types.

E. Architecture

Residential: More than two dozen Federal period houses are known to survive in Westfield. Probably another dozen period houses have not been included in the local inventory. Most of the houses known are double interior chimney, center hall houses, but traditional center chimney plan houses and cottages were built throughout the period. Less common are end chimney Federal houses. In addition to these three dominant plan types, a few sidehall plan cottages and houses, probably dating from the end of the period, are also known. A few brick houses were constructed in the period; in the examples observed, double chimneys are incorporated within the front wall and rise between the two end window bays. This configuration has not been observed elsewhere in the region. Concentrations of Federal period structures are located at the town center and at West Farms (Wyben) with isolated period structures noted at Mundale on Mountain Road and on North Road at East Farms. The houses of the period are comparatively modest; no structures of great pretension are known. However, most houses incorporate entrance surrounds with semi-elliptical fanlights. Period houses are particularly well preserved, especially at West Farms.

Institutional: In 1803, the early 18th century meeting house burned and was replaced by 1805 by a church known as the Bulfinch church. This name undoubtedly refers to the Bulfinch-derived design of the church, since Bulfinch himself is not known to have had any commissions in Westfield. Other churches founded in the period were the Second Baptist at West Farms (1820) and Methodist Church, Mundale (organized

1794, church ca. 1829). The first Catholic masses were held in the period (ca. 1828) as Irish canal workers settled in the city. No churches of the period have survived. The other major institution of the period was the Westfield Academy (chartered 1796; built 1800). The original Academy building was a two-and-a-half story frame building with a hip roof and center octagonal cupola with lantern.

Commercial: The Morgan Block (1817) is the most significant commercial building of the period. A two-story brick row comprised of three three-bay units, the Morgan Block is an extremely early and rare surviving example of Federal period commercial construction. It is also noteworthy as a rare example of rowhouse construction in the region.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

There was significant improvement of the east-west corridor with the Western Railroad along the north bank of the Westfield River by 1842 as the primary route between Springfield and Albany. The Hampshire and Hampden Canal was abandoned by 1845 and replaced by the north-south railroad during 1855-56 as the Westfield and Northampton.

B. Population

Westfield's population nearly tripled in the Early Industrial period. Much of the rise occurred in the Civil War and post-war years as Westfield Manufactures presumably expanded under war orders. Westfield's immigrant pop. (10.6% in 1855) was smaller than average, although the vast majority of these - 82% - were Irish, many of whom had presumably been employed in canal or railroad construction. By 1870, Westfield's population had reached 6,519.

C. Settlement Patterns

The location of the Western Railroad on the north bank of the Westfield River in 1841 developed a primary business district along Elm Street from the depot to the civic center around Broad Street common. Court Street expanded as the status residential neighborhood with an independent suburban district on the north side as Union Street. An industrial belt emerged along the canal-railroad corridor through the town center with mill sites on the Westfield River at the Elm Street dam and Little River at Crane Pond. Introduction of commercial tobacco maintained agriculture as the primary activity on the fertile plains, with modest growth of village centers at Mundale and West Farms.

D. Economic Base

Despite the good omens for the canal at its opening, its inferior construction and the frequent and costly repairs required - combined with the fear that railways would soon succeed canal transport - combined to destroy confidence in the route. After a serious flood in 1835, the company was reorganized as the New Haven and Northampton Canal Company, and in the years around 1840 witnessed its most prosperous period.

One of those closely connected with the canal reorganization was Lyman Lewis of Westfield, in charge of freight and passenger traffic at the port. In the winter months, Lewis made iron stoves. Lewis's successor was H. B. Smith. Smith had raised funds for the Western Railroad, and was heavily interested in the new Canal Railroad. In 1853 Smith bought Lewis's lot and stove business; with the acquisition of Samuel F. Gold's patent for hot-air furnaces, by 1865 H. B. Smith had become the largest single industry in Westfield.

Whip making, with continued technical advances, expanded rapidly. In 1837, 13 shops employed 154 men and 410 women. By 1855, 695 men and women were employed producing a product worth \$420,000. The same year the two oldest and largest firms, Hiram Hull & Son and W. Harrison & Company (1827) merged to become the American Whip Company, employing half of all the whipmakers in Westfield.

The town's second highest product value in 1855 was in paper. The Westfield Paper Mills had been established in 1836 (the whipmaker H. Harrison was one of the incorporators) at Ruinsville, but went through several ownerships before finally closing in the 1850s. Another paper mill begun on the north side of the river by Jessup & Laflin in 1851 was employing 40 hands in 1855.

But it was tobacco and cigars that by the end of the period came to rival whip production. Cigar making had been introduced into the Connecticut Valley at nearby Suffield in 1810. By the 1850s, the valley towns of Agawam, Southwick, Springfield and Westfield all produced substantial quantities of cigars. (Neither Hampshire nor Franklin counties reported any cigar production.) Of these towns, Westfield ranked third, after Agawam and Springfield, producing 23.5% of all cigars manufactured in the Valley. Ten years later, Westfield had cornered the market in cigar manufacture, with 86%. Tobacco values had preceded cigars. As early as 1855 Westfield led the county figures in tobacco production, a lead it retained for most of the remainder of the century.

Westfield's rail lines in four compass directions attracted a growing diversity of industries in the 1850s and 1860s. The church organs of William Johnson employed 25 hands by 1855.

E. Architecture

Residential: The pace of residential construction was slow for the early years of the period and then increased steadily after 1850. By the end of the period, a number of evenly settled residential neighborhoods had been defined at the town center and many new farmhouses had been built in outlying areas north and south of the town center. Most of the houses at the town center are modest sidehall Italianate workers' cottages, with some double houses. After 1850, a few elite districts with more substantial exuberantly detailed houses began to be apparent. Such construction is evident west of Broad Street and along Western Avenue, Court Street and East Silver Street. In general, the most stylish houses of the period seem to have been built in the 1860s; these include a number of well detailed Italianate villas. The two major villa types identified are the four-square plan with low pyramidal hip roof and belvedere and the asymmetrical

plan with cross gables and offset towers. Approximately two dozen well developed Italianate villas are known at the town center. In addition to these houses, at least two houses in the Greek Revival style are notable. These are the Snow House (Chauncy Shepard, 1830) and the Ingersoll House (1840), both two-story Greek Revival houses with monumental Doric side porticoes. The Snow House is somewhat more complex in plan, with a side entrance opposite the portico, and more substantial in execution, being of brick, than the Ingersoll House, which has the standard sidehall, three-bay Greek Revival with an appended fourth bay containing the portico. Another notable period house is the Watson-Loomis House (ca. 1858-1864), a frame Italianate octagon house with octagonal lantern, on King Street. Traditional center entrance plans, either of three or five bays' width, remained common in rural areas of the town. Most farmhouses of the period retain double interior chimneys. Among the finest period farmhouses observed were an end chimney brick Greek Revival house on North Road at East Farms and a frame Italianate house on Montgomery Road with double interior chimneys, polygonal one-story facade bays and an elaborate door hood supported on consoles. Smaller sidehall Greek Revival and Italianate houses and cottages were built at West Farms/Wyben, Mundale and on Mountain Road.

Institutional: A number of important institutional buildings were constructed in the period. Of these, at least a half dozen structures have survived. Among these are the old Town Hall (1837), a two-story brick Greek Revival building, six bays wide with a Tuscan portico in antis containing three brick columns, the Westfield Atheneum (opened 1867), a two-story, end chimney, square plan brick Greek Revival building with a pyramidal hip roof and lantern, the Center Baptist (1867) and First Congregational (1860, L.F. Thayer) churches, both brick Romanesque Revival buildings and the Wyben School (1861), a one-and-a-half story frame building. The Greek Revival Methodist Church (1843) still stand, but in radically altered condition, on Elm Street. Institutional buildings which have not survived include the first buildings of the Westfield Normal School, which relocated from Barre to Westfield in 1844, the brick Italianate Westfield Academy building of 1857, the original St. Mary's Catholic Church (1854) and the Second Congregational Church (1856). Municipal institutions founded in the period include the Town Farm (1841) and the Police Department (1869); the first fire company had been organized in 1826.

Commercial: Westfield is fortunate to retain several period commercial buildings. The most prominent of these are the Park Square building (Morrissey Block, 1842), a three-story brick Greek Revival building eight bays wide with linked parapet endwall chimneys, and the Hampden National Bank (ca. 1825; present appearance dates from 1853), a two-story brick Italianate structure with brownstone-trimmed round head windows. As originally built, the bank presented a Greek Revival facade with a monumental Doric portico. Several other commercial buildings (originally, brick Greek Revival structures) still stand on Park Square but these have all been substantially altered (refaced) or truncated. An outstanding period commercial structure which did not survive the 19th century was the original Boston and Albany depot (1852), a one-story Gothic Revival building with a portico incorporating three lancet arches.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

The primary railroad corridor along the Westfield River was maintained as the Boston and Albany route with regrading through Westfield Center (bridges intact). Secondary connector was constructed in 1871 as the Westfield and Holyoke Railroad through Bush Notch of East Mountain (Mass. Turnpike). There was development of the local transit system with horsecar lines by 1890 and electric trolley operation by 1895. Initial routes along Elm Street from the depot led to the common with radial lines on Court, Main, and Union Streets. Later, extension of interurban trolley routes to Springfield along East Main Street (Route 20) to Holyoke on Southampton-North Road (Route 202) with a loop at Pequot Pond and a line to Huntington on Western Avenue by 1905 with a private way along Bates Road (portion intact).

B. Population

Between 1870 and 1915 Westfield's population again nearly tripled, with the greatest growth appearing in the period's last decades. Many Czechs were recruited in New York by the tobacco industry as cigar makers. By 1905 Westfield's share of foreign-born residents had climbed to 24.5%. The Irish were still in the majority (28%), although the combined total of Eastern Europeans amounted to 35%. England (7.2%), Italy (4.6%) and Germany (3.5%) were also represented. In 1915, Westfield residents numbered 18,411.

C. Settlement Patterns

The civic center was maintained around Broad Street common, with significant expansion of business district along Elm Street, creating an urban axis to the railroad depot on the northside. An affluent neighborhood was maintained along the Court Street axis with streetcar suburban expansion along Western Avenue and Franklin Street. The original Main Street area developed with multiple family housing on Meadow Street with an industrial belt along the canal railroad to South Broad Street. Northside of Westfield developed as a secondary urban center with business blocks on North Elm Street, apartment-tenement area at Pochassic Street, and streetcar suburban expansion along Union Street, paralleling railroad industrial district of the Boston and Albany main line. Productive farming in tobacco and dairying was maintained along the Westfield and Little river bottomlands, with Mundale and West Farms as outlying centers.

D. Economic Base

The Late Industrial period witnessed the peak of whip production as well as the introduction of several new products - bicycles, automobiles, and textile machinery.

Whip production reached its peak probably about 1915. In 1892 the United States Whip Company was formed out of the merger of 14 companies, becoming the largest whip manufacturer in the world. By 1902 there were some 33 firms in Westfield making whips valued annually at \$2 million, about half of which was attributed to U.S. Whip.

Tobacco production in 1905 was valued at \$93,945 - third highest in the county following Agawam and Southwick; substantial vegetable produce in Westfield market gardens gave the town the third highest value of \$28,878 in that category as well. Bicycle production began in 1897; automobiles in 1899. Other products included H.G. Smith's steam and hot-water furnaces and radiators (the company had opened a North Side Radiator plant in 1884); church organs and organ pipes; toys; piano legs. Trap rock and serpentine marble quarries had been opened at opposite ends of town in the 1890s, and the Westfield Brick Company was one of the region's major brick suppliers. The Crane Paper Company had moved into town from Ballston Spa, New York, in 1869; the Vitrified Wheel Co. (abrasives) from Ashland in 1879.

E. Architecture

Residential: During the Late Industrial period, residential neighborhoods at the town center expanded and consolidated with large numbers of modest sidehall Italianate and Queen Anne one-and-a-half and two-story houses. Such development characterizes the neighborhoods along Franklin, Meadow, Cross and Noble Streets. In the 1890s, multiple family housing began to be constructed, concentrating in the area north of Main Street and bounded by Meadow Street; most of the houses located there are Late Italianate, Queen Anne and Colonial Revival two-families with a fairly large number of three-deckers as well. Similar neighborhoods developed north of the Westfield River along Elm Street. In addition to this generally modest workers' housing, elite development continued to expand south and west of the town center, along Mill and West Silver Streets. In that area, a few large Queen Anne and Colonial Revival houses were built. By the end of the period, town center residential development had begun to expand out Main Street to the east and out Western Avenue to the west. In these areas, Colonial Revival and Craftsman houses as well as a few Prairie Style houses were built in some numbers. Comparatively little residential construction occurred outside the town center. Most of the houses built there are conservative sidehall Queen Anne or four-square, pyramidal hip Colonial Revival structures.

Institutional: Churches and schools account for the bulk of the period's institutional construction. Surviving churches of the period include Saint Mary's (1885), a large High Victorian Gothic brick structure, Holy Trinity (1909), a Tuscan Romanesque design, and Saint Joseph's (1910) in the neoclassical style. The earliest surviving school is the Training School (1892) for the Westfield Normal School, a brick Renaissance Revival structure. Other period schools include the Ashley Street School (1898), the Gibbs School (1914) and the Mosely School (1915). Other institutional buildings of the period are the Normal School (1892, Hartwell and Richardson), a brick Romanesque Revival building now used as the Town Hall, the limestone neoclassical Post Office (1912, James Knox Taylor), now a shopping arcade, and the Westfield Armory.

Commercial: A number of three- and four-story brick commercial buildings were built at the town center in the period, primarily along Elm, Main and Broad Streets. Most of these date from the 1880s and 1890s and they include Panel Brick, Romanesque and Renaissance Revival examples. Among the best preserved of these are the Buschmann ware-

houses (1873; 1900) on Elm Street just north of the Westfield River, several Panel Brick buildings near Holy Trinity school on Elm Street, the Gillett (1899), Eaton (1897) and Lambson's (ca. 1860; ca.1902) buildings. In addition to these strictly commercial buildings, frame three deckers with ground floor storefronts began to be built in some numbers after 1890, especially along Franklin and Meadow Streets.

Industrial: Industrial buildings of the period include the United States Whip Company (ca. 1885), a two-and-a-half story brick structure with retardataire Greek Revival detailing, the Skinner Organ Company (ca. 1875), a three-story frame gable roof structure, fourteen bays long, and other utilitarian brick structures of the 1890s at Crane Pond and on Elm Street north of the Westfield River. Associated with the whip company is the Holy Trinity School (1880), originally constructed as a school for the children of whip company operatives.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

There was abandonment of streetcar routes during the 1920s and improvement of regional highways as autoroutes. The primary east-west highway was defined as U.S. Route 20 (Main and Franklin Streets) with a steel truss bridge of the Westfield River at Frog Hole by 1938 (intact). The primary north-south highway was defined as U.S. Route 202 and Route 10 (Southampton-Elm-Maple-Southwick Streets) with a steel truss bridge over the Westfield River at Elm Street by 1936 (intact). Location of Barnes Municipal Airport on Southampton Road occurred by 1935, and it was subsequently enlarged (no original buildings).

B. Population

Despite Westfield's continuing prosperity, the city's major period of growth was past. Between 1915 and 1930, the city grew by only 7%, and in the 1930s, actually declined, reaching 18,788 in 1935.

C. Settlement Patterns

Business district was maintained along Elm Street with the civic core around Broad Street common. Highway commercial activities developed east-west along the Route 20 corridor on Franklin and Main Streets from the Elm Street axis. Suburban residential growth extended on Western Avenue from the Court Street status area to Silver Street. A multiple family district remained on Meadow Street with northside center on Pochassic Street. Industrial development expanded along the Boston and Albany main line to Union Street with South Broad Street retained as a secondary core along Little River. There was recreational expansion on the Woronoco plain from Holyoke and Springfield with resort cottages at Pequot Pond and Barnes Airport on Route 10.

D. Economic Base

Westfield's industry continued to prosper and grow, though by the end of World War I, whips and cigars had declined in importance. Under the direction of Chemistry professor Lewis Allyn, the city

had taken the lead in eliminating unhealthy food additives and impurities - initially by an inquiry into an epidemic associated with the lollipop craze of 1904. In 1912 the Westfield Board of Health published the first list of pure foods ever compiled, The Westfield Pure Food Book, which although intended for local citizens, attained a world-wide circulation. By 1919 the town was widely known as the "Pure Food Town."

During this period, the heating industry became Westfield's leading industry, with H. B. Smith producing jobs for 1,500 men, followed by the Westfield Manufacturing Company, now the nation's leading bicycle manufacturer. The paper industry was also in high gear. Among abrasives, Vitrified Wheel was followed by half a dozen competitors. Westfield prospered right through 1929, but the Depression hit many industries severely. The paper industry almost ceased to function; H.B. Smith closed its radiator plant, and many other firms, hitherto strong, were forced to close. In the late 1930s, however, many companies experienced a resurgence, which was further stimulated by wartime production (Janes, 366-369).

E. Architecture

Residential: A fair amount of residential construction occurred in the period with development extending out Western Avenue, Mill Street and Main Street. Infill construction occurred at the town center with scattered Early Modern period structures located along Mountain Road. Most of the period's most substantial houses are located at the town center; these include Colonial, Tudor and Dutch Colonial Revival houses in masonry and frame construction. Elsewhere, pyramidal hip roofed Colonial Revival and Craftsman houses and cottages predominate. In addition to this development, in the 1920s some modest resort development began to occur around the ponds in the northeastern corner of the town. Most of this consists of one-story hip and gambrel roof summer cottages.

Institutional: Institutional construction of the period includes several schools, probably the best of which is the Fort Meadow School (1917), a low, yellow brick Renaissance Revival building with a hip roof, rusticated walls and an arcaded entrance. Other imposing institutional buildings are the Westfield Women's Club (1926, Malcolm B. Harding), a red brick Georgian Revival building, the Westfield Athenaeum addition (1927, Coolidge and Carlson), a brick neoclassical building, and the Westfield High School (1930), a Georgian Revival building with Moderne details. Other major institutional construction was the building of the Westfield State Sanatorium (ca. 1925), a complex of shingled dormitories, and red brick Georgian/Moderne hospital building located on East Mountain Road. In 1917, Congregation Ahavas Achim was organized, although a synagogue was not constructed until after the study period.

Commercial: The most imposing commercial building erected at the town center was the Hampden National (now Third National) Bank (1924, Malcolm B. Harding), a three-story limestone neoclassical structure. Also notable is a one-story frame gas station (ca. 1925) on Elm Street with a picturesque slate roof.

XI. SURVEY OBSERVATIONS

Westfield's survey thoroughly documents architectural resources at the town center and at Wyben. Taken in conjunction with The Westfield Historic Building Book (1981), the survey is exemplary in terms of both historical and architectural data. Many significant resources have not, however, been inventoried. Future survey efforts should document surviving agricultural buildings, including farmhouses, barns and tobacco barns, located in outlying areas of the town, especially at East Farms and Mundale.

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