

MHC Reconnaissance Survey Town Report

BLANDFORD

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: June 1982

COMMUNITY: Blandford

I. TOPOGRAPHY

Blandford is situated in the eastern foothills of the Green Mountains which originate in Vermont. Local terrain is dominated by a complex of uplands generally ranging 1000 to 1400 feet in elevation. The greatest elevations occur in western Blandford where several upland peaks extend well over 1500 feet including Jackson Hill (1707 feet), Walnut Hill (1705 feet) and Dug Hill (1608 feet). The town lacks any major waterways but is crisscrossed by a number of streams, most of which drain to the southwest into the Westfield on Peeble Brook in the vicinity of North Blandford and Cobble Mountain Reservoir. Creation of the reservoir resulted in the inundation of several 19th century grist and sawmill and tanning sites. Several moderate sized ponds including Beaver, Long and Blair ponds are situated in Blandford. Generally, local drainage is good excluding southwestern Blandford, the site of considerable tracts of marshland. The town contains extensive and diverse mineral deposits. Most notable are lead and silver ore deposits initially discovered by John Baird near Blandford's northern border in 1795. Local soils are primarily a gravelly, stony loam which, combined with the area's rugged terrain, have discouraged extensive crop production.

II. POLITICAL BOUNDARIES

Originally established in 1732 as part of Suffield equivalent lands between Massachusetts and Connecticut with eastern boundary at Westfield New Addition (Russell). Purchased for sale in 1735 and divided in lots as New Glasgow plantation in 1736 to Scotch-Irish settlers from Hopkington. Name changed from New Glasgow and established as town of Blandford in 1741 with northern (Chester), western (Otis) and southern (Granville) boundaries as part of original Six Mile tract. Northeast corner annexed to Norwich in 1853 and established within Huntington in 1855.

III. HISTORIC OVERVIEW

Rural hill town on historic western corridor between Connecticut and Housatonic Valley. Located in Berkshire highlands with sites possible at Blair Pond. Early route or travel from Springfield to Albany along axis of Route 23 (Knox Trail) with Colonial tavern site at Lloyd Road. Upland division highways aligned from Blandford Center meetinghouse site including period burying ground. A few late Colonial cottages remain in authentic landscapes along Route 23 with notable example at Beech Hill. Important military highways from New York during Revolution as Knox Trail (Route 23) with later turnpike construction from Westfield River across Berkshires. Limited agricultural potential, primarily upland grazing with early production of

butter and cheese. Blandford Center remained as town focus through 19th century with well-preserved Federal period street village including landmark church of quality design. Some local manufacturing at North Blandford during Early Industrial period with intact Greek Revival houses. Primary route of travel relocated to Westfield River (Route 20) during mid-19th century with gradual decline of population. Attempted construction of interurban trolley line through North Blandford during First World War with remains of roadbed intact at Massachusetts Pike. Upper Little River flooded for Springfield Cobble Mountain Reservoir with Neo-Classical gatehouse on Shore Road.

Present development pressure most obvious as recreational suburban home sites on scenic uplands roads and as public activity around Cobble Mountain dam. Town center retains authentic historic character, isolated from Mass. Turnpike through North Blandford.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Important corridor across Berkshire uplands between Housatonic and Connecticut Valley. Primary east-west route documented as continuation of Bay Path along course of Knox Trail (Wood, 1908, p. 13). Route apparently followed from Russell Pond as Birch Hill Road along axis of Route 23 with probable loop from Blair Hill. Other highland trails appear likely as northwest route along Peeble Brook to North Blandford Rd., with conjectured location along Little River (now Cobble Mountain Reservoir) and possible remnant along Otis Holland Road.

B. Settlement

There were no reported Contact period native sites. The area's rugged upland terrain and general absence of agricultural land suggests Blandford was primarily the site of small, seasonal fishing and hunting camps established throughout the town's uplands in the early spring, fall and winter months. Particularly promising locations would be in the vicinity of Blandford's several natural ponds and larger streams including Long and Blair Ponds and Wheeler and Bedlam Brooks and the scattered marshlands.

C. Subsistence Patterns:

Blandford's extensive wooded uplands numerous streams and marshlands would have provided an excellent habitat for wild game traditionally hunted for by natives including moose, deer, bear and raccoon. Native fishing probably focused on the town's larger streams and Long and Blair ponds and the lowlands adjacent to the southern portion of Case Brook.

D. Observations:

Blandford was situated within the sparsely populated periphery of the Connecticut River Valley. This ridge of uplands and the mountains further west acted as a buffer between the river valley

natives and those inhabiting the Hudson River Valley, the next heavily settled native region. The likelihood of extant native period sites is greatest in the vicinity of Long and Blair Ponds and Case Brook.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes:

Native trails remained as primary access routes across Berkshire highlands from Westfield to Albany along axis of Route 23 (Knox Trail).

B. Population:

The Blandford area probably continued to have a small, seasonal native population. There were no colonial occupants until the 1730s.

C. Settlement Patterns:

Period native settlement patterns probably would have remained basically the same as those suggested for the Contact period, particularly when considering the area's absence of a colonial population.

D. Economic Base:

Area natives most likely maintained their traditional subsistence rounds. However, the development of Anglo-Indian fur trade in the Connecticut River Valley in the late 1630's probably encouraged local native involvement in Anglo-Indian trade.

E. Observations:

The limited data suggests the Blandford area continued to experience minimal development. Colonial utilization of the Connecticut River Valley periphery was discouraged by the rugged character and the availability of extensive tracts of agricultural land and freshwater sources within the valley.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Primary route across Berkshire highlands remained as Great Road to Housanonic, apparently improved as present Route 23 by 1735 with establishment of New Glasgow (Blandford). Original loop around Lloyd Brook to Pixley Tavern in place by 1732 (Wood, 1908, pp.9-13). Formation of Blandford Center (1740) created radial highways along town division lines, including North Street-Chester Road, Gore-Huntington, Haight-Sperry, Russell, South, Falls and Hayden Roads with secondary connectors over Walnut Hill as north-south Blair and Gibbs Roads.

B. Population:

It is unclear if there were any post-1675 native occupants in Blandford. None were listed on the town's 1765 census. In 1765, Blandford consisted of 68 houses, 68 families and 406 residents, two of whom were black. The town's population had almost doubled to 772 inhabitants in 1776. The majority of the town's early inhabitants were Scotch-Irish Presbyterians who immigrated from Hopkinton.

C. Settlement Patterns:

The only suggestion of possible native period settlement was in northwestern Blandford adjacent to Wigwam Brook. Initial settlement of Blandford occurred in c. 1735, three years after a six square mile tract encompassing present Blandford and Huntington had been granted to individuals who formerly had owned common and undivided lands in present Suffield, Connecticut. A series of uniform, rectangular house lots were established on both sides of North Street and Haight/Sperry Road. Local settlement appeared to concentrate in two locations. By the 1740s, a primary settlement node was developing in the present village of Blandford. This location was the site of a number of community commercial, civic/religious and educational facilities including Blandford's first meetinghouse (c. 1740), the "village tavern" (ca. 1735), Peter Black's Tavern (ca. 1748), William Cannon's Tavern (ca. 1763), and one of the town's three district schoolhouses (ca. 1740). By the 1760s, a secondary focal point of period settlement had been established in northwestern Blandford in the vicinity of the junction of Sanderson Brook and Chester Roads, the latter a local primary road. This settlement node was the general location of Nathaniel Gibb's Tavern (ca. 1769) and Deacon Gibb's retail business (ca. 1768). A small hamlet had probably developed by the mid-18th century near the junction of Shepard and Lloyd Roads, the site of Pixley's Tavern, first licensed in ca. 1732. This tavern had originally been established before settlement of this area to serve travellers on the "Road to Tunnock" (General Knox Trail). An additional tavern was being operated by Deacon John Knox at the foot of Birch Hill in ca. 1757. Period settlement outside of these three areas was discouraged primarily by the absence of adequate overland routes and extreme terrain.

D. Economic Base:

The colonial economy focused on agriculture, primarily livestock and dairy products. Considerable tracts of grazing land were available in the moderate uplands bordering Chester/North Street, Haight Road and southwestern Blandford. Crop production was limited due to the lack of fertile lowlands. Lumbering was likely undertaken in Blandford's extensive woodlands. It appears the area's limited water sources capable of powering mill operations inhibited industrial development during the Colonial period. The only references to local mills were development during the Colonial period. The only references to local mills were to a pre-1745 gristmill erected by Captain Kelso and a tannery built by John Watson, near Blandford Center probably on Tannery Brook in

1760. A grist and sawmill complex located near the junction of Freeland Brook and Stage Road may also pre-date 1775.

E. Architecture:

Although Blandford was settled in the 1730s, no houses of the Colonial period are known to survive. It is possible that some of the center chimney cottages observed in the town date from the Colonial period but most appear to have been built in the Federal period. Late 19th century photographs of early Blandford houses indicate that the earliest houses in the town were very modest center chimney cottages and half cottages. In addition to the photographed houses, the construction of approximately seven garrisons is recorded in local histories. These include at least four garrisons in 1744 with an additional three garrisons built in 1750. The first church in Blandford was begun in 1740 but was not completed until 1805. For most of that period, the church was Irish Presbyterian rather than the Orthodox Congregational. No particulars of the building are known.

F. Observations:

Blandford's location on the General Otis Knox Stage Road, a regionally important east-west route, provided the settlement with direct access to the market of Westfield, West Springfield and Springfield to the east, and Albany, New York to the west. In time, the unusually large number of reported period taverns for a town of this size appears to be due in part to Blandford's location on this primary overland route. Considerable portions of the settlement original lot lines are still extant and demarcated by local roads such as Chester Road/North Street, Haight/Sperry Roads and South Otis Road. There is a good probability of surviving period archaeological sites adjacent to General Knox Trail, Blandford Turnpike and Chester Road/North Street.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Continued improvement of Housatonic Road (Route 23) as primary corridor over Berkshire highlands with use of Knox Trail as military highways during Revolution. Further improvement of east-west corridor through Blandford Center with opening of Hampden and Berkshire Turnpike in 1829 as Blandford Turnpike-North Blandford Road, although primary route of travel relocated along Westfield River (Chester) with Eighth Massachusetts Turnpike (1800). Local highways of the period appear as South Otis and Chester Road over highland crest with Russell Stage Road as primary connector to Westfield River (Russell) from Blandford Center.

B. Population:

Blandford's population expanded rapidly in the late 18th century. In the 14 years 1776 to 1790, the number of residents nearly doubled, from 772 to 1,416. The population reached its greatest extent in 1800 with 1,778 persons reported. Thereafter, but for

a brief respite in the 1820s, the number declined. In 1830, Blandford reported a population of 1,590.

C. Settlement Pattern:

Blandford Center maintained as civic focus with street village extended along Berkshire Turnpike (Route 23). Agriculture and lumbering remained as primary economic activity with sheep and dairy farms on upland intervalees.

D. Economic Base:

Blandford in the Federal period continued to benefit from its position on the county's major east-west route between Springfield and Albany. By the end of the period, North Blandford, where Peebles Brook dropped 150 feet in half a mile, was developing as the town's principal industrial area. The earliest tannery was erected ca. 1760 by John Watson near Blandford Center. By 1837 Blandford had three tanneries producing leather whose value represented a quarter of the worth of all the leather tanned in the county. Two of these tanneries were probably at North Blandford, where they were joined by a small woolen factory erected by Lyman, Norton & Co. to produce satinets.

But Blandford's major activity remained in agriculture. Hartford was the market town, and much of her commerce, even before 1807 was with Connecticut communities. In that year, Amos Collins, a Connecticut merchant, came to Blandford. Collins is credited with convincing farmers that they should turn from cultivation of wool to the production of butter and cheese. Collins purchased the cows himself in New York state and resold them to farmers whom he instructed in the art of making cheese. "The venture was so successful," wrote WPA Guide, "that within a short time Blandford became one of the richest towns in the Berkshires" (p. 484). How successful Blandford was seems open to question. In 1820 Blandford still had only 132 cows (about average for the hill towns). In 1837, however, with Blandford the only town in the county reporting dairy products, the town had 1537 cows and produced cheese valued at \$16,100 and butter worth \$3,000. Eight years later, in 1845, the town reported the highest cheese value of any town in the county (\$7,681), followed by Holland (\$6,360), Brimfield (\$5,729) and Granville (\$3,420).

Collins did well in Blandford, accumulating \$25,000 on the basis of his marketing, but he only stayed nine years, returning to Hartford about 1816 where he eventually became major. Collins was succeeded by Orrin Sage, who for more than thirty years (through ca. 1846?), bought cheese from the local farmers.

E. Architecture:

Residential: Most of the dwellings of the period are center chimney cottages with five bay center entrance facades. Two story houses are much less common; like the cottages, most of these have center chimney plans with five bay center entrance facades. Least

common are double interior chimney houses of which only town examples were noted. (One at Blandford Center and the other on Dug Hill). In all, approximately two dozen period houses are believed to survive. Federal houses were observed on Old Chester Road near Route 90, on General Knox Trail, on North Street and on Blandford Turnpike. All of these are relatively modest structures in their detailing: Most houses are so simple that they do not even include such embellishments as entrance surrounds with fanlights. In addition to the standard period plan-types enumerated above, one other plan-type of note was used in Blandford. This type consists of a two bay wide main block set gable front to the street with a side ell at right angles in which the entrance is contained. While the type consists of a two bay wide main block set gable front to the street with a side ell at right angles in which the entrance is contained. While the type became more common in the Early Industrial period, a few houses of the Federal period were noted on General Knox Trail and on Blandford Turnpike.

Institutional: A number of churches were founded in Blandford in the Federal period. Among these were an Episcopal Church (c. 1800) at Dug Hill, a Methodist Church (c. 1800) at Beech Hill and a Baptist Church (1826). Of these congregations, only the Episcopalians built a church in the period (1830; demolished). In addition to this construction, the Congregational Church at Blandford Center was replaced in 1823 by the present structure, a well-developed Federal structure designed by prominent Connecticut Valley architect, Issac Damon. A two and one half story building, five bays wide by five bays long with a shallow projecting entrance porch with three entrances and a pediment, the church incorporates the characteristic Damon Steeple. This is divided in three stages consisting of a square base with recessed blind arches surmounted by town blind octagonal stages and a dome. Also built in the period were six schools and a town house, none of which are known to survive.

VIII. EARLY INDUSTRIAL PERIOD

A. Transportation Routes:

Primary corridor of travel established along Westfield River (Chester) with Western Railroad (1842). Local highways remained intact to Blandford Center with primary link to North Blandford on former turnpike as North Blandford Road. No railroad projected or constructed through area.

B. Population:

In the forty years 1830-1870, Blandford lost a third of her population, which fell steadily from 1590 in 1830 to 1026 in 1870. In 1855, only four percent of the residents were foreign-born, with 29 (51%) of whom were from Ireland, and 19 (33%) from England.

C. Settlement Pattern:

Civic focus remained at Blandford Center with secondary center attempted on North Street around Episcopal church at Dug Hill (1830). Mill village developed at North Blandford along Walker Brook with dairy farms maintained on upland vales.

D. Economic Base:

Blandford retained her prominence in tanning through the 1850s. In 1855 the town's four tanneries produced \$49,000 worth of leather, or 27 % of the county value of the product. The period also witnessed the peak of North Blandford's industrial development, with the establishment there in 1832 of a small paper mill (coarse wrapping paper), Waite's "card-board" factory in 1845 (boards used for "carding" or cleaning everything from cattle and horses to silk hats), several turning mills, and a bedstead factory. Regular traffic developed between North Blandford and Chester, as card-boards, leather, cheese, and other products were hauled to the rail line.

As noted above, Blandford led the county in cheese production in 1837 and 1845. By 1865, the Diamond Cheese "factory" had been established in North Blandford, and dairy farms produced cheese valued at \$17,161 --over 30 % of the cheese produced in Hampden County. That year, two hundred farms employed 256 persons.

E. Architecture:

Residential: In general, the pace of residential construction remained modest through the period. Greek Revival sidehall plan houses and cottages and more traditional double interior chimney five bay center entrance houses were built in modest numbers at the town center. In outlying rural areas of the town, double interior chimney, five bay center entrance Greek Revival farmhouses predominated. Most of these incorporate entrance surrounds with full length sidelights and rectangular transoms. Examples of such houses were noted on Chester and Blair Roads and on General Knox Trail. Sidehall Greek Revival cottages with small fixed pane windows in the frieze were observed at North Blandford. In addition to these house, the more modest alternative appears to have been the two bay wide house with side ell entrance; examples of such houses were observed on Chester and North Blandford Roads. Among the finest houses of the period are a four bay wide sidehall Greek Revival/Italiante farmhouse on Shepherd Road and four bay wide double interior chimney Greek revival house with temple front on Blandford Turnpike (possibly the New Hotel).

Institutional: The only institutional building known to have been constructed in the period was a Methodist Episcopal Church (1845), which is not known to have survived. Although no schoolhouses of the period were observed in the town, it is likely that some schools were built in the period and have probably survived in residential use.

Commercial: At least one commercial building is known to have been built in the period. This was the New Hotel (1830), a double interior chimney Federal/Greek Revival building with a two-story

veranda. This may be the structure noted above (Residential) and observed at Blandford Center on Blandford Turnpike. In addition to this commercial structure, one and two story stores were probably also built at Blandford and North Blandford centers, but none of these are known to survive.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Primary route of travel remained along Westfield River (Chester) with Boston & Albany Railroad. Belated construction of regional interurban trolley line in 1915 by Berkshire Street Railway between Lee and Huntington through North Blandford with extensive private roadbed still intact along Gore Road at Massachusetts Pike (Cummings, 1972, p.119).

B. Population:

Blandford's population continued to decline, falling from 1026 in 1870 to 623 in 1915. Her foreign-born remained negligible for most of the period (2-4 %), though its makeup had altered slightly with the introduction of a small group of French Canadians by the beginning of the 20th century.

C. Settlement:

Blandford Center maintained as a civic focus with secondary economic center at North Blandford Mill Village. Dairying continued as primary agricultural activity.

D. Economic Base:

Until the condemnation of the land by the Springfield Water Works, North Blandford retained some industry, but as early as the 1870s, much of the area's former manufacturing activity had left. In 1880, the town's largest industry, tanning, employed only three men. About this time, the discovery of a bed of kaolin near the village center led to the formation of the Blandford Brick & Tile Company. The company's pit was said to have been mined by Hungarians (Wyman, 25-26), and the clay taken to Russell for processing at the company's yard there. The amount of clay, however, seems to have been insufficient to sustain the works, and by 1900 the pit had been closed.

By the 1870s Blandford, like several other hill towns, was already a noted summer resort for residents of Springfield and Westfield.

In 1909-1910, the city of Springfield constructed a water-supply reservoir on Borden Brook, along the Blandford-Granville town line. In doing so, the city claimed a large portion of the watershed, buying many of the structures along the brook's tributaries - a move which would be repeated two decades later when the city built the Cobble Mountain Reservoir.

E. Architecture:

Residential: Residential construction appears to have been slow in the 1800s and 1890s, picking up somewhat after 1900. Most of the houses of the early years of the period were sidehall plan Late Italianate and Queen Anne one-story cottages and 1 & 1/2 story plus attic houses. Most of these are located at Blandford Center. During the period, some small side streets began to be developed at Blandford Center. After 1900, Craftsman bungalows and modest two story pyramidal hip roof Colonial Revival houses were built at Blandford Center on North Road and Blandford Turnpike as well. In addition to the houses of the period, most surviving agricultural outbuildings observed in the town probably date from the period. These include one well detailed Italianate barn with belvedere on Shepard Road, dated 1888, and sidehall house (ca. 1885) with attached outbuildings on Chester Hill Road. A common construction element of the period were tin roofs with standing seams: these were used for new construction as well as for replacement roofs on existing buildings.

Institutional: Several institutional buildings were constructed at Blandford Center and North Blandford in the period. These include the Second Congregational Church (ca. 1895) at North Blandford, a 1 & 1/2 story Queen Anne chapel with offset tower (now in residential use), the one story brick Romanesque Revival Porter Library (1892) at Blandford Center and a shingled Queen Anne chapel of the first Congregational Church also at Blandford Center. Also in the period the Blandford Fairgrounds on North Road were constructed. The first structure on the grounds was probably the Agricultural Union Hall (1869), a two-story vernacular Greek Revival/Italianate buildings. Most of the other agricultural outbuildings (pens, barns) on the site probably date from the 1890s and later.

Commercial: At least one commercial building of the period, a two-story Queen Anne store with a three bay, center entrance storefront of the period survives on Blandford Turnpike at Blandford Center.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Abandonment of interurban trolley line through North Blandford in 1918 after intermittent operation (Cummings, 1972, p. 120). Improvement of local roads as regional autoroutes with primary east-west highway as original Route 17 (now Route 23) along Knox Trail through Blandford Center. Construction of Cobble Mountain Reservoir disrupts north-south roads to Granville with relocation of connecting highway as Cobble Mountain Road to Little River dam (1931).

B. Population:

Blandford's population continued to decline until 1925, when it reached its nadir of 437 persons. For the next fifteen years this count fluctuated, ending the period in 1940 with 479 residents.

C. Settlement Patterns:

Civic focus continued at Blandford Center with decline of North Blandford as local mill village. Operation of Berkshire interurban trolley line through North Blandford has little impact upon settlement, while construction of Cobble Mountain Reservoir floods farmsteads long Little River Valley (1930).

D. Economic Base:

Blandford has no identified manufacturing activity in the Early Modern period. Dairy farms remained a major source of income for local residents, but by the 1930s, orchard products had superceded dairy products "to some extent" (WPA Guide, p. 484).

The major event of the period was the construction (and accompanying land condemnation) of the Cobble Mountain Reservoir, a 22.5 billion gallon water-supply reservoir for Springfield, built 1928-1930 by damming the Little River. Though the dam was built in Russell, most of the reservoir and much of the land takings were in Blandford, condemning North Blandford and other communities along the watershed to near oblivion.

E. Architecture:

Residential: Gable or gambrel roofed vernacular Colonial Revival and Craftsmand cottages and houses continued to be built at the town center through the 1920s. At least one very well detailed craftsman bungalow with cobblestone details (c. 1925) was observed on North Road just outside the town center. Other period houses were observed on Cobble Mountain, Blair and Chester Roads.

Institutional:

The only known institutional construction of the period was the building of the Deane Memorial Building (c. 1935, P.J. Mahoney and Sons, Westfield, builders), a two story brick Georgian Revival structure incorporating the town hall and a consolidated school for the town.

Industrial: The major industrial project of the period was the construction of the Cobble Mountain Dam and reservoir, c. 1930. Structures associated with the dam include a hip-roofed two story square stucco pumphouse just over the town line in Granville and two story hip roofed stucco building with two story arched porches, both on Cobble Mountain Road.

XI. SURVEY OBSERVATIONS

There is currently only one completed inventory form for Blandford (First Congregational Church). Future survey should record structures at the town's two village, Blandford Center and North Blandford. Isolated residential buildings which should be inventoried were observed on Chester Road at Huntington Road on Old Chester Road near the Massachusetts Turnpike, along General

Knox Trail and on Shepard and Cobble Mountain Roads. Russell Stage and Falls Road should also be investigated. Notable groups of buildings include the Blandford Fairgrounds and Cobble Mountain Reservoir-related structures.

The only industrial/engineering structure noted was the rectils roofed by-pass gatehouse constructed in 1930 to allow water to pass directly from the Cobble Mountain Reservoir to the receiving reservoir in the Little River gorge without having to pass through the pressure tunnel (Wildcat Aqueduct) and hydro-electric plant.

XII. SOURCES

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