

Historic and Archaeological Resources

CHAPTER 5

Route 116 Scenic Byway

Introduction

The Route 116 Scenic Byway is steeped in the local history of the towns along the Byway. The fertile valley lowlands and surrounding uplands were once occupied by Native Americans, who hunted, fished, and cultivated the floodplains. Footpaths were worn along river valleys through the Berkshire Hills, where hunting and fishing camps were located. Europeans later used these paths to settle the upland areas west of the Connecticut River Valley. Over time the paths were changed and improved for use by carriages, railroads, and automobiles. Today, Route 116 follows a similar route to the trail that was used by Native Americans. It travels through a landscape that varies from the flat river bottom lowlands to the forested uplands spotted with open agricultural land.

The villages, homes, and farms along the Byway help tell the story of a region rich in natural resources, agricultural and industrial ingenuity. In the Connecticut River Valley agriculture dominated, while the advent of the railroad brought additional industries and residents to the area. In the highlands, the use of water power for mills created small villages, while the outlying areas were used for grazing land and forests were used for lumber. The towns ebbed and flowed as new technologies and transportation improvements changed the nature of manufacturing.

The communities in the Berkshires were settled later than the communities in the eastern section of the Byway. The hilly topography and rocky soil made building and farming very challenging, as did the uncertainties inherent to life in the virtual wilderness during the French and Indian Wars (mid 1700s). Agriculture was the basis of economic activity through the mid-1800s, and remained an important component of the economy and landscape of the Berkshire communities. The first cotton mill powered by the Hoosic River initiated a dramatic increase in industrial and economic growth at the western end of the Byway, which was further catalyzed and magnified by the introduction of rail transportation.

Today, the area's history is reflected in the buildings, structures, and landscapes that survive from various eras in the towns along the Byway. These resources play a significant role in aiding residents and visitors to understand the area. Consequently, it is important to preserve these assets for future generations. The intent of this chapter is to provide insight into the development of the area prior to, during and after the construction of Route 116. Additionally, this chapter is intended to tell the story of the Byway and to assist the communities to determine a future vision for the Byway.

The Byway corridor is rich in cultural, scenic, and natural resources – all integral to the region’s history. The area is well positioned to capitalize on regional initiatives to further promote branding and tourism related to this history. This overview provides a brief glimpse of unique eras in regional history, and how the stories and features of Route 116 Byway communities fit into this framework.

Archaeological Resources

Native American Use of the Area

There is little or no information about prehistoric sites and artifacts available for much of the Byway study area. The information that is available about the Native American occupation of the Byway area is that of the larger more well known settlements in the area. Native Americans lived in the area for at least 8,000 years prior to European settlement. Native American residents of the region included members of three tribes: the Pocumtucks from the Connecticut and Deerfield River Valleys at Deerfield; the Norwottucks who occupied the eastern lowlands near the Mill and Connecticut Rivers in Whately; and the Mahicans who hunted and traveled throughout the Greylock area and along the nearby Mohawk Trail (to the north of the Byway).

The Pocumtucks were named after the area where they fished, hunted, and cultivated the land. They lived relatively peacefully and prosperously until the mid-seventeenth century when, after being weakened by several years of disease, much of the remaining tribe was annihilated during a war with the Mohawks of the Hudson River Valley. Considerable archaeological and documentary data exists in Deerfield confirming the extensive native occupation of the area prior to colonial settlement. The Norwottucks likely had seasonal camps in Plainfield’s uplands, though little evidence remains. It is likely that the Mahicans foraged and hunted in and around Adams, but did not actually settle there. Arrowheads have been found at the Quaker Meeting House in Adams.

There is little or no additional information about prehistoric sites and artifacts available for the remaining sections of the Byway study area. It is believed that the forested uplands were used for fishing and hunting camps, and may contain artifacts from pre-European settlement. The native’s knowledge of the region for hunting, gathering, fishing, and trapping helped create the trail system that was later used by European settlers.

Architectural Resources

This portion of the chapter identifies important locations and properties in each town within the mile-wide Route 116 Scenic Byway study area (1/2 mile on each side of the Byway). Tables with the significant historic areas and properties in each community are included in the appendices. Properties listed in the chapter and the appendices are designated according to the definitions in the State Register of Historic Places, 2012, which are defined as follows:

NRIND	National Register of Individual Property
NRDIS	National Register District

NRMRA	National Register Multiple Resource Area (refers to community-wide or area-wide designation that includes nomination of both individual and district properties).
NRAD	National Register Archeological District

History of the Communities along the Scenic Byway

European Settlement to the Present

The towns along the Route 116 Scenic Byway have interesting histories that are interconnected and help present a unique and fascinating story of the Byway and western Massachusetts. The stories are intertwined with the rivers, which were focal points for settlement, agriculture and industrial development, as well as uplands, which provided lumber and grazing land.

Europeans settled the land and established communities along the rivers to make use of hydropower for their mills, good farm soils, and forest resources in the region. In modern times, the rivers, forests, working lands, and mountains still help sustain the communities along the Byway, and provide scenic, recreational, and tourism opportunities.

Transportation played a role in each town's development as well. Originally, the footpaths that were used by the Native American were improved by the settlers. The railroads brought new opportunities for trade, as well as immigrants to the region when they came to build the rail system and stayed to raise their families. The advent of the automobile brought new challenges and opportunities to the area. Improvements to Route 116 itself and the other major roads, gave residents increased access to employment centers outside of the region thereby expanding the area for residential development. This chapter discusses the significant events and remarkable historic structures that reflect the region's development and shaped the communities along the Byway.

Franklin County

The eastern terminus of the Route 116 Scenic Byway is located at the Connecticut River in Franklin County, at the Deerfield/Sunderland town borders near the base of Mount Sugarloaf. The fertile lands of Sunderland, Whately, and Deerfield have been occupied for thousands of years. The Byway then begins to climb west into the rural hilltowns of Conway and Ashfield. The architecture and landscapes along the Byway and in the community centers of Sunderland, South Deerfield, Conway, and Ashfield reflect the story of agriculture, civic life, and industry in these towns.

Sunderland

Although Route 116 in Sunderland is not part of the designated Byway, the center of the historic village of Sunderland is part of the Byway study area. The village center contains many historic buildings and a streetscape that is a classic example of a Connecticut River Valley linear town common. The village is also part of the Connecticut River Scenic Farm Byway, a nationally

designated scenic byway, which follows Route 47 through the village center where it intersects with Route 116.

Sunderland was originally established as the Swampfield Plantation in 1673 and included the towns of Montague and Leverett. The settlement was abandoned during King Philip's War in 1675. The area was not reestablished as the town of Swampfield until 1714. In 1718, the town's name was changed to Sunderland in honor of Charles Spencer, the Earl of Sunderland and Prime Minister of England. The northern district was established as Montague in 1754, and the eastern district as the town of Leverett in 1774.

Resettlement during the Colonial Period (1675 - 1775), focused on the present site of the village of Sunderland. The initial plan for the Town laid out house lots on either side of Main Street between its intersection with Old Amherst Road to the south, and Silver Lane to the north. Each of the 39 original families was assigned a 3 ½ acre lot to build their home. The lots extended to the Connecticut River on the west side, and to wetlands on the east side of the road. This type of plan is known as a "linear street village," and was common among Connecticut River towns. This area was established as the civic and educational center of the community. The primary focus of Sunderland's colonial residents was crop production, but several period mills operated during this time as well. The mid 18th century houses that are located on South Main Street are symbols of this period of agricultural prosperity.

Sunderland's surviving 18th century houses are historically significant. These include several early houses which are dated in the 1720's. While all of the houses exhibit the center chimney plan, which was typical in the 18th century, there is a considerable amount of variety among structures. The center of Sunderland remained the focus of local activities during the Federal Period (1775 – 1830). The Greek revival town hall and Italianate suburban houses on Main Street symbolize this activity. During the early Industrial Period (1830 – 1870), Sunderland Center remained the local civic and commercial focus, and a secondary village formed in North Sunderland. The broom industry that had developed and prospered in Sunderland was slowly replaced by tobacco and onion growing. The introduction of commercial tobacco expanded the settlement to the lowland meadows during the early 20th century. Photographs from this era show vast expanses of white tenting covering the fields as shade tobacco became a dominant crop.

Period barns on River Road represent the history of this tobacco industry. Most residential development during the early Industrial Period (1830 – 1870), occurred as infill at the town center, but also extended into the southern part of town. Several of the town's institutional buildings date from this period, including the First Church and Chapel, and the first and second Town Halls.

During the Late Industrial Period (1870 – 1915), and Early Modern Period (1915 – 1940), the town experienced only slight change, but some residential development did occur. Since the 1950s, Sunderland's population has increased significantly. A large part of this is due to the rapid expansion of the University of Massachusetts in Amherst just to the south of town, and the development of off-campus student housing in Sunderland. One of the major changes in land use during this time was a decrease in forest and agricultural lands, and an increase in residential

development. Today, Sunderland is characterized by the historic village center area (at the eastern end of the Byway) surrounded by active agricultural land that remain despite suburban residential development.

Significant Architecture and Special Places in Sunderland¹

Sunderland Center was designated as a National Historic District in 2002, and contains a total of 180 resources, with 144 buildings, sites, and structures that were built between the years of 1714 and 1951. The district includes properties on Main Street (Route 47) from Amherst Road in the south to French's Ferry Road in the north, and includes Bridge Street (Route 116) and School Street. It is an example of an 18th century linear street village, originally laid out in 1714 with many original allotments still in existence. A few well preserved early Colonial houses, and an early burial ground at Riverside Cemetery are located on the river terrace along Main Street.



A view of Sunderland Center from the top of Mount Sugarloaf in Deerfield.

Main Street (Route 47) is a wide street lined with mature deciduous trees, one of which, a buttonball tree, is recognized by the National Association of Arborists as being over 200 years old. It is the largest American Sycamore tree in Massachusetts. Along this section of Main Street the houses are set back from the road, with open farmland behind. The town's agricultural prosperity is reflected in the high level of workmanship found in the district's residential buildings, the number of well-maintained agricultural outbuildings and commercial buildings, and the high-style public buildings that form the village center.

Historic resources in the village center include well-preserved examples of Italianate, Colonial Revival, Tudor Revival, and Craftsman style architecture. Properties of note include the 1938 art deco Connecticut River Bridge, on which Route 116 passes over. This is the 10th bridge to



Old Town Hall, now the Blue Heron Restaurant (Photo: Sunderland Historical Commission).

¹ Information in this section was provided by the Sunderland Historical Commission, or summarized from the National Register of Historic Places nomination form for the Sunderland Center Historic District, 2002.

span the Connecticut River in Sunderland. Earlier bridges were located at School Street, where passersby paid a toll at the Toll House (1812), which still stands at 38 School Street.



The Graves Memorial Library (Photo: Sunderland Historical Commission).

The village also contains the town's main institutional buildings. The Old Town Hall (1867) that is located at 112 North Main Street and was built to replace the former town hall that burned. It was designed to accommodate a number of uses including classrooms, offices, and a library. The basement was once used as a lock up for disorderly men and boys to "sober up a bit." The building was remodeled in 1941 when its original Italianate features were changed to Colonial features. The size of the building is indicative of the relative prosperity of Sunderland in the late 1800's. The library moved out in 1900 and the school left in 1922. The building

was used as a town hall until 1994. It then stood vacant until it was sold to the Blue Heron Restaurant in 2004. Extensive restoration was done at this time including restoring the front porch similar to the original.²

The Graves Memorial Library (1900) at 109 North Main Street is Sunderland's finest institutional building of its time. Built out of yellow brick in the Tudor Revival style, the library was designed by the Allen Brothers of Amherst. Previously located on the site were a schoolhouse and then several stores, an important location since it was on the road from the bridge. It is currently home to the Swampfield Historical Society.

The Center School (1922) at 12 School Street is also a prominent institutional building. Built of brick, it is a Federal-Revival style building, a style that was common for school buildings across the country at the time. When the school was first built, it housed 8 grades, until Frontier Regional School in South Deerfield was built to accommodate grades 7-12. Previously on this site was a large colonial style house built in 1750 by Daniel Montague. This house was turned into an Inn, the Graves-Croft Inn 1910 - 1922. The building was taken down in 1922 to build the school house. The grammar school was closed for school use in 1988 when the present elementary school was built. It became the Town Office building in 1995.

The "Old Town House" at 104 North Main Street was built c. 1825, used as a town hall, and was moved to its present location from South Main Street in 1836. It was converted to a dwelling in 1849. The building is Greek revival in style, with columns in front, a popular style making

² Sunderland Historical Society *History through Houses* exhibition, http://www.townofsunderland.us/history_through_houses/index.html.

reference to the columned public buildings of Ancient Greece, the first and much admired democracy.

Whately

The designated scenic byway does not travel through Whately but is included because the northeast corner of the town is within the half-mile study area. Route 116 does travel through a small section of Whately on the bypass of South Deerfield center. Native settlements were probably concentrated in Whately's eastern lowlands, particularly near the Mill River and the Connecticut River, in an area that belonged to the Norwottucks, or Fresh Water Indians, and their Sagamore (leader), Quonquont. The land within the Town of Whately's borders was once North Hatfield. The land had been purchased by Hatfield in 1695 from Quonquont's widow and children. Whately was incorporated in 1771 and named by then Massachusetts Governor Hutchinson for Thomas Whately, a political mentor of his who was a member of the British Parliament.

Early colonial settlers grew crops in the valley and uplands, hunted in the forests, and built mills along the many brooks. Pits of red clay, rich in iron deposits, made good bricks and provided material for twenty-one potters in Whately between 1778 and 1861. Beds of lead, potash, umber, and sienna supplied incomes for many in the late 1800's. Whately's abundant and powerful streams powered numerous mills in the 18th and 19th centuries, including: grist mills, sawmills, woolen mills and furniture mills. Tobacco has been a cash crop in town since the mid-1800's and was a particularly large source of income and a way of life in Whately from the 1940's through the 1960's.



A farm and tobacco barn in Whately, with a view of Mount Sugarloaf in the background.

Significant Architecture and Special Places in Whately

The Whately Reconnaissance Report developed in 2009 through the Massachusetts Heritage Landscape Inventory Program, identifies six Priority Heritage Landscapes in town that contributed to the historical development of the town and help tell the story of Whately's past. One of these landscapes is partly within the byway corridor and easily accessible via River Road, heading south from Sugarloaf Street in Deerfield. This agricultural area in the Connecticut River floodplain is characterized by flat open fields dotted with long tobacco barns, many of which are still in use for tobacco or other farming purposes. These barns continue to contribute to Whately's scenic beauty and agricultural heritage.

Whately's historic main street, Chestnut Plain Road, is located outside of the Byway study area to the south. It is lined with historic buildings such as the Town Hall and the Congregational Church, as well as many historic houses. With its large trees set back from the road, it is said to be one of the finest main streets in New England. The Whately Historical Society and Historical Commission are both active in town, with public events in the spring and fall.

Deerfield

Incorporated in 1673, Deerfield was the first town to be settled in Franklin County. Native Americans lived in the area for at least 8,000 years prior to that time. The Pocumtuck Indians inhabited and controlled Deerfield Valley until the arrival of European settlers in the latter part of the seventeenth century. As previously discussed, they lived relatively peacefully and prosperously until the mid-seventeenth century when much of the remaining Pocumtuck tribe was annihilated during a war with the Mohawks of the Hudson River Valley. Considerable archaeological and documentary data exists in Deerfield confirming the extensive native occupation of the area prior to colonial settlement. Numerous undated native sites have been reported throughout the Deerfield River floodplain, and on Pine Hill, in South Meadows, north of Fuller Swamp, and in the village of South Deerfield, and on the lower portion of the Connecticut River floodplain. Upland settlement also occurred on the Pocumtuck Ridge and in the hills west of the Deerfield River.

In 1667, John Pynchon purchased 8,000 acres from the few surviving Pocumtucks. Shortly thereafter, lots were formally laid out and apportioned among the forty-three proprietors who came to reside in the settlement they called Deerfield, located at present day Old Deerfield. While the village of Old Deerfield is not within the Byway study area, the history of this village is important to the development of the Byway corridor.

Deerfield's strategic location and isolation from other settlements made it susceptible to repeated raids from French and Indian forces until well into the Colonial Period (1675-1775). In fact, the fighting became so intense during the King Philip's War that Deerfield was abandoned in 1675. Shortly thereafter, the ambush of a large colonial supply train sent from Hadley to retrieve 3,000 bushels of wheat left when Deerfield was abandoned occurred at Bloody Brook and the junction of Route 116. A pile of rocks originally marked the site of the graves of the colonials and natives who died in the attack. In around 1795, a stone monument, which is now in the yard of a home at 100 North Main Street in South Deerfield, was located near the site of the battle. Finally, a stone obelisk was constructed around 1835 in the same general vicinity. For years, these monuments were a reminder for travelers along the route of the bloody ambush that preceded the development of the valley.

The resettlement of Deerfield began in 1677, and was concentrated along "the Street" (referring to Main Street in Old Deerfield). The town's first meetinghouse was erected c.1684 near the intersection of "the Street" and Albany Road. A second meetinghouse completed c. 1698 was located slightly west of the Brick Church. This area was also the site of Deerfield's first schoolhouse built in c.1698. A wooden stockade was built in 1690 that surrounded the Meetinghouse Hill area. Some settlement occurred south of the village and north into Greenfield. Violent attacks were commonplace throughout the 1680s and 1690s. The hardest blow was dealt on a cold winter night in February 1704 when much of the village was burned to the ground and

forty-seven of the 250 residents were massacred during a joint French and Indian assault. More than 100 others were captured and marched to a settlement near Montreal. Reoccupation took place soon after the attack. Settlement continued to slowly spread north and south of the village. By 1767, a schoolhouse was built in the Bloody Brook area (in the vicinity of the Byway study area) for the increasing number of residents in that location.

Agriculture was the main economic activity in Deerfield during the Colonial Period. The first documentation local tobacco production was in 1694. By the 1740's, the lower portion of the Connecticut River floodplain near North Sugarloaf and South Sugarloaf Mountains was being used for wheat and rye production. In the early 1700s, grazing land was expanded when present Conway and Shelburne were granted to the town. Routes to the western highlands were improved in the 1750s and 1760s, including Mathews Road to present day Ashfield along the Mill River. By the late 1700s the stall-fed oxen industry dominated Deerfield's economy. Residents used the Deerfield and Connecticut Rivers as natural highways to transport products to markets in Hartford, New York and Boston. Several mills were established along the Mill River, and two tanneries were operated adjacent to Bloody Brook from c.1745 until 1794. During the French and Indian War and the American Revolution, Deerfield also became a trading post where craftsmen and shopkeepers supplied local farmers, soldiers and westward-moving settlers (Ball, et al; 1990).

With their new-found wealth, residents began to beautify the town by constructing new houses, refurbishing old dwellings and planting Elm trees along the Street in Old Deerfield (McGowan, et al; 1996). Twenty-four well-preserved houses remain from that period, many of which are still occupied, while eleven others are open to the public for exhibition as part of the Historic Deerfield, Inc. museum. There are houses throughout town from the 18th century range in architectural styles, size, and quality. Among the earliest houses surviving are the Wells Thorn House (1747-48), the Allen House (1734) and the Abercrombie House (1712). Later homes exhibit a full complement of Connecticut Valley Georgian details, the most notable of which is the Old Manse (1768), built by Jonas Locke from Concord, Massachusetts. The town's second meetinghouse, built in 1694 and which survived the 1704 attack. It was later replaced in 1728 and also completed by Jonas Locke.

Transportation improvements during the Federal Period (1775-1830) included replacing the Sunderland ferry from South Deerfield with a toll bridge over the Connecticut River (1812), as well as development of connecting highways in South Deerfield. Between 1790 and 1830, Deerfield's population grew by 51 percent, consistent with other valley towns. This growth was partly due to the development of Cheapside at the confluence of the Deerfield and Connecticut Rivers, an area now part of Greenfield. By 1830, Deerfield's population was 2,003, making it the most populous town in Franklin County.

The economy was further diversified in 1797 with the establishment of Deerfield Academy, the town's first boarding school, in Old Deerfield. Civic focus remained in this area, while an economic focus developed at South Deerfield. Agriculture remained as the primary activity in the Deerfield River Valley, with a secondary farming district along the Connecticut River Valley on the east side of the Pocumtuck Ridge. Deerfield's major farm product was beef cattle, which

was shipped down river, eventually to reach the Boston and New York markets. Broom corn was also a major industry in town.

Federal period homes survive in Old Deerfield, along Routes 5/10, Route 116 at Mill Village, in South Deerfield and along River Road. The Second Congregational Society formed in South Deerfield in 1818, with a meetinghouse constructed in 1821. In 1787, six school districts were established, though none of the six schoolhouses constructed are known to survive. The only surviving commercial buildings of the time are the Parker and Russell Silver Shop (1814) and a tavern, both located in Old Deerfield.

Deerfield's population grew by 81 percent during the Early Industrial Period (1830-1870), and remained the largest town in the County at the end of the period with 3,632 residents. South Deerfield continued to develop as a commercial and industrial area. The Connecticut River Railroad was built in 1847, with a depot in South Deerfield on Elm Street (once called Depot Street). Since it was no longer necessary to be near a waterway, the rapid development of South Deerfield took place where agricultural trade thrived, including the sale, shipping and processing of farm produce. Civic activities remained in Old Deerfield, and tobacco farming was introduced to the Deerfield River Valley.

By 1865, Deerfield led the county in the number of acres of tobacco under cultivation (484 acres). Beef cattle, butter (the town led the County in 1845), corn, hay, and other products continued to be produced in town. In 1832, Deerfield was the leading manufacturer of corn brooms, though production in Sunderland and later Whately soon outpaced Deerfield. The manufacture of leather goods was also a major industry in South Deerfield, along with other smaller manufacturers of various products. The Arms Manufacturing Company began producing leather wallets and pocketbooks (intended for use by men) in 1845 in South Deerfield. The company expanded for several generations before closing during the early 20th century.

While some stylish and architecturally significant homes were built in Old Deerfield during this time, by 1870, the focus of building activity had shifted to South Deerfield, where homes were much more modest. The Greek Revival and Italianate styles dominated. A surviving Gothic Revival cottage with board and batten siding and bargeboards on Sugarloaf Street (originally Route 116) is of special note. The Hotel Warren, originally called the Valley House, was constructed during this time on Elm Street near the train depot, and served both road and rail travelers. It survives still in the same location. The Summit House was built in 1864 at the top of Mount Sugarloaf, and was accessible by a carriage road. The house was one of many developed during this time period as travelling for pleasure became more popular among Americans. It could hold up to 20 boarders at one time. The house was revived in the 1930s with a new auto road built by the Civilian Conservation Corps to the summit, but eventually fell into disrepair and was destroyed by a fire in the 1960s.

Many institutional buildings were constructed in South Deerfield during the Early Industrial Period as well. Several religious societies were founded, and meetinghouses constructed. In 1859, the town's first high school was established in Old Deerfield, with a second high school founded in South Deerfield in 1860. A handful of commercial properties from this period remain in South Deerfield.

Major railroad improvements occurred during the Late Industrial Period (1870-1915). A connecting branch was developed from South Deerfield to Shelburne Falls in 1881. An interurban trolley line was developed from Hatfield to Greenfield in 1902, which traveled through South Deerfield on South Main Street and North Main Street, with a spur down Sugarloaf Street to a terminus at the base of Mount Sugarloaf, where the trolley company built a dance pavilion, which was torn down in 1946. The trolley also travelled through Old Deerfield on Main Street. The route that the trolley should take in Old Deerfield was hotly debated in the years leading up to its construction. Residents expressed opinions about whether tracks should be laid directly down Main Street, or should follow the route of the train tracks to the east of the village center. Some residents were concerned the new trolley would change the historic character of the “Street.” The East Deerfield Rail Yard was also developed during this period to handle increased rail activity due to the opening of the Hoosac Tunnel in the Berkshires.

In 1896, Cheapside was annexed to Greenfield, and Deerfield immediately lost over a third of its population. After 1900, the population began to rise again. There were a significant percentage of foreign born residents during this time. Some immigrants came to work on the railroad construction to Shelburne Falls, or to work in the growing industries in Greenfield. Within the Byway study area in South Deerfield, the major immigration during this time was from Eastern Europe, predominantly from Poland. The immigrants came to work on the farms in Deerfield, and quickly acquired their own land to farm in and around South Deerfield. They established the Produce National Bank, as well as several churches, including the St. Stanislaus Roman Catholic Church in 1908. Their strong work ethic and sense of community helped transform South Deerfield into an agricultural and civic hub, in addition to the strong growth of industries and commercial enterprises.

Deerfield remained primarily an agricultural town, and was one of the greatest producers of hay, butter, tobacco, potatoes, onions, beef and corn in the county. South Deerfield remained as the economic and commercial center, with a focus around the central common along Elm Street to the rail depot. Pocket book manufacturing continued to be an important industry, while two pickle factories were established in 1896 by Edward Swan and Alvord Jewett. Local farmers supplied the facilities with produce for pickles and relish. Swan’s plant closed sometime after 1930, while Jewett’s prospered, eventually being purchased by the Cains family. The plant, the largest employer in town, was closed in 2006, ending a long era of pickle production in South Deerfield and contributing to the economic decline in downtown businesses.

Until the introduction of the trolley in 1902, residential construction along the Byway corridor in South Deerfield consisted of homes and barns along the road, with agricultural fields in the rear. With the increased mobility that the trolley brought, residential construction filled in along newly constructed side streets off of Sugarloaf and North Main Streets. These homes were modest cottages and multi-family structures. Several well-detailed Craftsman bungalows are among the homes built in the early 20th century. The more stylish homes continued to be confined to Old Deerfield. The Deerfield Academy also expanded considerably after 1890 in this location of town.



1911 post card of South Deerfield village center, showing the Lathrop Hotel and Redmen's Hall on the right, and the common and trolley tracks on the left. Only the building on the far left still remains in its original form (Photo: Deerfield Historical Commission).

Most of the town's existing institutional buildings date from the Late Industrial period. In South Deerfield these include three churches, a school (1888) located on Conway Street, and the former town offices (c. 1900) on Park Street. Commercial buildings from this period include the three-story mansard roofed Lathrop Hotel, which spanned the corner of Elm Street and North Main Street and included businesses on the ground floor, a dining room on the second floor, and guest rooms on the top level. Across from the hotel stood Redmens Hall (1909), a three story building which served as the post office on the ground floor, and a large assembly hall on the upper floors that was used for town meetings, dances, and to show movies. One and two story railroad freight houses and warehouses were also built in South Deerfield at this time.

During this time the town common was planted with elm trees, part of a larger tree planting and beautification effort throughout the northeast in the second half of the 19th century.

Unfortunately by 1920, Dutch elm disease would destroy the stately elm trees in South Deerfield as well as Elms in many other communities across the northeast.

The Early Modern Period (1915-1940) saw the improvement of Route 116 as a secondary auto highway to U.S. Routes 5 and 10. The bridge spanning the Connecticut River was rebuilt after the 1936 flood as a monumental Art Deco concrete structure. The trolley lines were abandoned in 1924, as the automobile gained dominance. Deerfield's population remained relatively stable during this time.

Old Deerfield was restored during this period as an historic New England village, and became a nationally-known tourist destination. Agriculture and manufacturing continued to be major contributors to the town's economy, but this period also saw the growth of the education sector as Deerfield Academy, along with the Eaglebrook School and Bement School, established in the 1920s, added approximately 500 people to the town's population.

What little construction took place during the Early Modern Period occurred mostly in South Deerfield, and along Routes 5 and 10. Several notable structures were built: the Georgian Revival two-story brick school on North Main Street (c. 1925), and the Georgian Revival brick library (c. 1915).

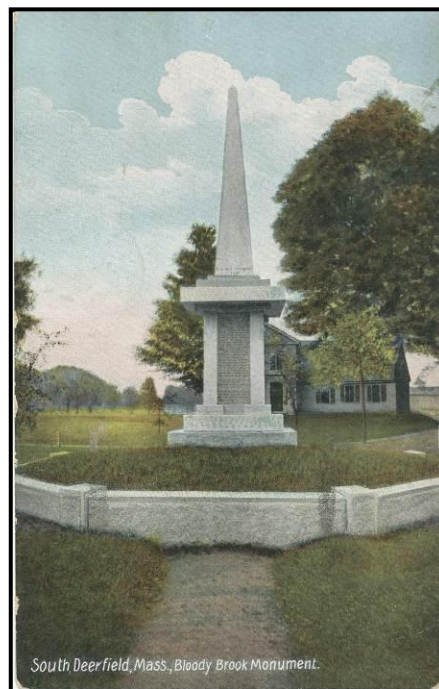
With the advent of the railroad, streetcar and ultimately the automobile, Deerfield became a popular tourist destination. Beginning at the turn of the last century, visitors from throughout the region frequented Deerfield's Memorial Hall Museum (opened in 1880), enjoyed the beautiful scenery and purchased arts and crafts from local artisans. Tourism continued to be an important industry throughout the 20th century.

South Deerfield continues to maintain a strong industrial and commercial base with a variety of manufacturers, shops, restaurants, toolmakers and a printing plant. Meanwhile farming, arts and crafts, tourism and education remain a vital part of Deerfield's identity. With more than 4,000 acres still in active cultivation, the Town has remained faithful to its agricultural heritage. This blending of old and new is what makes Deerfield a unique place and is largely responsible for its popularity among residents and success as a tourist attraction.

Significant Architecture and Special Places in Deerfield

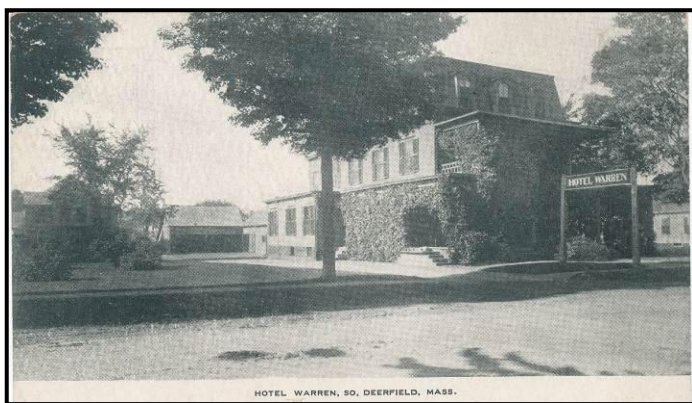
The village of Old Deerfield was designated a National Historic Landmark in 1968. While it is located outside of the Byway study area, it is a significant historical resource in the region. Historic Deerfield, Inc. is a not-for-profit corporation that oversees the Landmark's fifty-two historic buildings and ninety-three acres of land. Historic Deerfield is open from early spring through late fall, and offers guided tours of several 18th and 19th century buildings, a variety of educational programs, and an interpretive trail through meadows, wetlands and working farms. The Flynt Center for Early New England Life is open year-round (weekends only in the winter) for self-guided tours. The village has grown only slightly since its settlement more than three hundred years ago. Therefore, in keeping with its agricultural heritage, the mile-long street continues to be surrounded by pastures and woodlands. Many acres of farmland south and north of the village have been protected through the acquisition of agricultural preservation restrictions. A number of the buildings in Old Deerfield are also under preservation restrictions, and therefore must meet certain standards when undergoing any renovation or changes.

The story of South Deerfield within the Byway study area is intrinsically tied to the land, changes in transportation over the years, and the strong work ethic of the people who came to call the area home. The area's fertile land and access to transportation along the Connecticut River, and later the railroad, helped grow the agricultural economy that still remains today. Travelers along the original Route 116 route which traveled on Sugarloaf Street, North Main Street, and Conway Street, as well as the railroad, helped support the businesses and lodging establishments in the village center. Eastern European immigrants who came in the late 1800s to early 1900s to work in the fields of the Yankee settlers soon gained their own lands that they worked with their families to make productive. These immigrants helped establish new institutions and businesses in South Deerfield. The advent of the electric streetcar in the early 1900s brought new residents to the village, as transportation to larger employment centers like Greenfield became reliable for those without a horse and buggy.



A 1907 postcard of the Bloody Brook Monument (Photo: Deerfield Historical Commission).

Among the special places within the Byway study area is the Bloody Brook Monument, located on North Main Street within a half mile of the village center. It commemorates the 1675 battle that occurred near the site. An earlier stone slab monument from c. 1795 is located nearby in the yard of a home at 100 North Main Street.



A postcard (no date) of the Hotel Warren in South Deerfield (Photo: Deerfield Historical Commission).

The Hotel Warren on Elm Street, originally the Valley House, was built in 1877, and served travelers from the nearby railroad depot. In the early 20th century the first floor had a dining room, kitchen, servants' dining room, Dutch room, tap room, parlor, serving room, and lobby with twenty-two sleeping rooms on the floors above. The front porch, with its screen of ivy, provided a place for guests to relax and visit. The hotel had a wide reputation for its excellent home-cooked foods.³ Business at the hotel declined in the mid 20th

century with the ending of passenger rail service to South Deerfield, and the construction of the Route 116 bypass which diverted automobile traffic around South Deerfield.

³ Pocumtuck Valley Memorial Association Memorial Hall Museum Online, American Centuries collection. <http://www.americancenturies.mass.edu/>. Accessed February 14, 2013.



The Produce National Bank Building (Photo: Deerfield Assessor Records).

The Produce National Bank (1906), located on Park Street opposite the town common, is a symbol of the rise of immigrant farming in South Deerfield in the early 1900s. Over the years, many businesses have been located in the building, as well as the Town offices.

During the early 1900s, residential development in South Deerfield expanded as the trolley provided convenient transportation to other towns and cities. William Gass (1879-1952) established the William Gass and Sons Contractor Company on Coates Street. The firm built the first modern 20th century homes in South Deerfield, which were distinctly different than what had come before. Built in

the American Craftsman style, these homes were designed for such modern conveniences including central heating, plumbing, and electricity. Gass and his son, William E. Gass, built many homes in South Deerfield and beyond. The house at 22 Sugarloaf Street (1913) was the first Craftsman Bungalow William Gass built in South Deerfield.

The history of Route 116 itself greatly impacted the village of South Deerfield. In the 1960s, the Massachusetts Department of Public Works was planning the location of Interstate 91 through Deerfield. The State's proposal would have kept Route 116 and Routes 5 and 10 aligned through the center of South Deerfield, and would have placed the interstate along a portion of the already existent Route 5/10 bypass. The Town opposed this alignment, arguing that the interstate should be placed further west, Routes 5/10 should remain on the bypass, and that a new bypass should be created for Route 116, to alleviate the amount of through traffic travelling through the village and down Sugarloaf Street. In the end, the Route 116 bypass was constructed, diverting traffic south of the village, and ending the role of traveler services village businesses had fulfilled in previous eras.



The 1913 Craftsman style Bungalow on Sugarloaf Street that was built by William Gass a local architect. Gass and his son built many houses and buildings in the area in the Craftsman style that was popular during the early 1900s (Photo: Deerfield Assessors Records).

South Deerfield village center is not currently listed on the National Register of Historic Places. There is an effort underway to document the historical and architectural significance of the existing sites in the village. Recently, the Sugarloaf Street Cemetery was

restored using Community Preservation Act funds.

Conway

Conway was settled as a subsistence farming community. The town's population peaked in 1790, just as it was on the verge of becoming a mill town during the Industrial Revolution. The South River, which runs along the Byway from Conway Center to Ashfield's center, was used as source of power for mills in the 1800s. By 1916, all major mill activity along the river in Conway had come to an end. West of Burkeville, directly on Route 116 is a breached granite dam, built in 1866, which is the most visible remains of attempts to provide a predictable flow of water to power looms and grist mills downstream. Farming activity has also declined since the 1800s. The remaining fields and stone walls found in Conway today are the legacy of the town's bucolic history. In addition, two bridges and the town center are nationally recognized historic sites.

Prior to the 1600s, native occupation in Conway was likely limited to small fishing and hunting camps in the South River valley, and the southern sections of the Bear River and Schneck Brook. Some farming may have occurred in the broadest portion of the South River valley and near Schneck Brook. During the 1600s Conway probably gained increased importance to the Pocumtucks as a resource and a settlement area due to colonial encroachment on their traditional settlement center in Deerfield.

The first colonial settlement of Conway did not take place until after the close of the French and Indian wars c.1763. During the Colonial Period (1675-1775), the land area that is now Conway was part of a grant in 1712 from the General Court enlarging the area of Deerfield. The east-west transportation route along the present-day Route 116 corridor between Deerfield and Pumpkin Hollow was improved in 1754. In 1762, the area was surveyed and divided into 141 lots averaging 150 acres. Lots were sold and settled rapidly, and in 1767 the land was separated from Deerfield and incorporated as the Town of Conway. Establishment of a meetinghouse in Pumpkin Hollow in 1769 created a radial highway system from the town center.

Between 1769 and 1776, Conway's population more than doubled, from 400 to 905. Settlers came from Deerfield and several Worcester County towns. Settlement clustered around Pumpkin Hollow, where the first meetinghouse (Congregational) and schoolhouse were built, while some scattered settlement took place outside of this center. Approximately a half dozen houses survive from the Colonial Period. The earliest is the John Boyden House, built in 1763. Others include the Reverend John Emerson House (1770), the Andoniram Bartlett cottage (1767), the Joel Parsons cottage (1766), and the Daniel Newhall Tavern (1767). During this time, agriculture was the primary economic pursuit, with an emphasis on livestock grazing due to the town's excellent grazing land and limited cropland. Due to the town's limited industrial base, the community was likely heavily dependent on river towns such as Deerfield and Hatfield for support.

During the Federal Period (1775-1830) Conway's population grew by 133% between 1776 and 1790, the second highest growth rate of any town in the county at the time. Population peaked at 2,092 in 1790, making Conway the largest town in the Connecticut River Valley except for West Springfield and Westfield. From 1790 to 1830, however, the town lost a quarter of its population, declining to 1,563. The principal reasons for this decline were the draw of cheap land with rich

soils further west in New York State, and the lure of wages being paid in the new mills and factories being developed in the greater region. Farmers who migrated west did so in such great numbers that the town of Phelps, New York, traces its own history to settlement by farmers from Conway. The civic focus during this time remained in Pumpkin Hollow, while a secondary center formed around the Baptist Meetinghouse in Conway village in 1790. In addition, an economic focus was established on the South River at Burkeville with a textile mill in 1810, creating extended settlement along the axis of River Street (Route 116).

Farms developed thickly and evenly throughout the hills, with forested land cleared for crops and pasture. By 1817, the extent of cleared land was as great as it ever would be. Much of this wood fueled the startup of sawmills along the South River valley. Small grist mills were also established along the South River. The largest industry in this period, as of 1832, was the comb shop of John Ware, who employed 18 men and 10 women in producing \$13,900 worth of horn combs, which were sold mainly in Albany. Ware's factory was the only instance of comb making recorded in the Connecticut River Valley, though the business flourished in Worcester County.

Approximately a dozen houses of the Federal period are known to survive in Conway, most within the town center. Of note are the Franklin Arms House (c.1790, rebuilt 1826), the Austin Rice House (1784), the Samuel Newhall House (1790) and a house on Shelburne Falls Road which incorporates an end gable overhang, uncommon in the highlands. In 1796, the meetinghouse was enlarged and porches and a steeple with a clock added. After 1783, a number of schoolhouses were built and by 1830, there were 12 schoolhouses standing in the town. A Baptist church was organized in 1788, and construction began on a meetinghouse in 1790. A Library Association was also organized in 1821.

The Route 116 corridor from Deerfield to Ashfield through Conway remained the primary east-west axis in town during the Early Industrial Period (1830-1870). The local road system continued to be developed from Burkeville to Conway Center with School and Maple Street, with an improved crossing of the South River at Burkeville with the construction of a covered bridge (1869 now restored). The population fluctuated during this period. In 1855, 15% of the population was foreign-born, a majority who were Irish, though a substantial number were from Germany, Holland and England.

Burkeville developed as the primary economic center with the establishment of the Conway Manufacturing Company in 1838. Civic activities moved from Pumpkin Hollow to Conway Center around this time, with continuous settlement along River Street (Route 116) from Howland Bridge to Burkeville. While agriculture remained active in the upland parts of town, woolen and cotton mills were established in the village during this time. By 1846, four mills were in operation, and in 1856, the Burkeville woolen mill alone produced nearly 86% of the county's woolen cloth that year. By 1861, these mills were owned by three men: the woolen mill by Edmund Burke; and the others by Richard Tucker and his son-in-law Chelsea Cook. In 1867, Edward Delabarre bought the woolen mill from Burke's widow. During the 1840s and 1850s, two attempts were made to introduce precision metal products into Conway. The Conway Tool Co. was operational between 1842 and 1851, before relocating to Greenfield. The South River

Cutlery Company formed in 1851, and was the largest business in town, employing 50 men, before closing in 1856.

Most of the surviving houses of the period are within the town center. Of special note is a cluster of approximately six houses on Conway Road. Most houses exhibit Greek revival styling, though a few incorporate Italianate details such as wide cornices, overhanging eaves and shallow gable roofs. In 1841, the second Congregational meetinghouse was built in the Greek revival style, with a Doric portico and square belfry with spire. The second meetinghouse of the Baptist Society was built in 1840, and was similar in style to the second Congregational meetinghouse. Neither of these buildings currently exists. Also of note, during this period was the Conway Academy, built in 1863 as the town's first high school. The Academy building closely resembled the Sandersen Academy built in 1852 in Ashfield. Conway's Academy was demolished in 1927. During this period nine district schoolhouses were constructed, of which six are thought to survive in residential use.

One of the most important commercial ventures of the period was the founding of the Conway Bank in 1854. Conway was one of the few communities in the region to have a bank in the Early Industrial period. This building and most industrial buildings of the period no longer exist. The Conway Hotel was built in 1860 in the center of town, and served as lodging for visitors as well as the place where residents went to get a fine meal. The existing Conway Inn is the remains of what was once the larger hotel structure.

The Late Industrial Period (1870-1915) brought a north/south electric trolley line through Conway, from Burkeville and Conway Center along the South River valley to Conway Station at the Deerfield River. The street railway was completed in 1895 to connect the center of town to the New Haven and Northampton Railroad that had been extended along the Deerfield River in 1881. A plan to extend a railroad from Williamsburg to Shelburne Falls through Conway, however, did not materialize. The street railway was unique in that it carried freight as well as passengers, helping to sustain businesses in Conway despite the lack of railroad access. During this time Conway's population fluctuated, with an increase of Italian-born residents during the construction of the New Haven and Northampton Railroad, to a steady decline after 1900 as mills closed in town. By 1915, the population of Conway was 1,220, a net loss of 16% over this period.

Civic focus remained at Conway Center, with commercial activities extending along River Street (Route 116) to Burkeville. Housing infill occurred on the uplands above the South River on Maple and School Streets to Pumpkin Hollow and Howland Bridge. Agriculture remained as the primary activity outside of this area, with dairy farms on Roaring Brook Road, Bardwell Road, and Shirkshire Road. After the opening of the street railway, the town constructed several factory buildings to attract more industry to town. The DeWolf Shoe Company opened in one of these buildings in 1896; by 1916 it employed 120 people and was the town's most important industry.

The two major textile businesses in town closed between 1890 and 1910. The Delabarre woolen mill closed in 1892, and the Tucker & Cook Lower mill closed in 1905, while the Upper mill closed in 1910. With these closures, the street railway had difficulty operating at a profit. In 1897 the Conway Electric Street Railway developed a separate operation, the Conway Electric Light

and Power Company (CEL&P), to supply the town and the electric railroad with power. The CEL&P constructed a hydro-electric plant and reservoir on the South River, which was likely one of the earliest such plants in the Deerfield River valley. Thirteen years later the town became part of a major hydro-electric development by the New England Power Company. From 1910 to 1921, this utility constructed four hydro-electric plants along the Deerfield River: two in Buckland, one in Florida, and one, the Upper Bardwell Bridge station, in Conway. The four stations are part of an even larger scheme of eight originally planned, together with a series of reservoirs in Vermont and transmission lines to other parts of the state.

Very little residential construction took place during the Later Industrial Period. Several that survive include a hip roof Colonial Revival house and a c. 1880 Queen Anne house on Shelburne Falls Road, as well as several hip roof Queen Anne single family and double houses at the town center. Some remodeling did occur during this time, such as the addition of Queen Anne style verandas on a row of Greek revival houses at Burkeville. After the turn of the century, some summer homes were built in outlying locations.

The most important institutional building constructed during this period is the Field Memorial Library (1901), a 1 ½-story, gable roofed granite Neoclassical structure at the town center donated by Conway native and Chicago entrepreneur Marshall Field. The Masonic Lodge, a building of significance that is located on Main Street, was built in 1896. Into the twentieth century, the Lodge building not only served a very active Masons group on its second floor, but also served as the town's post office and trolley depot for the street railway on its first floor. Other surviving buildings include: the United Church, a 2 ½ story frame Queen Anne church built in 1885 by the Congregational church after their 1841 meetinghouse burned; the Methodist Church, a 2 story board and batten Gothic Revival structure built in 1871 that was taken down in 1938 and the lower story salvaged for use as the post office; and Saint Mark's Catholic Church, a 1 ½ story frame chapel with Stick Style/Gothic Revival trim, built in 1879. A Stick Style/Queen Anne Town Hall was built in 1885, but burned in 1950. The Colonial Revival Burkeville Grammar School was built in 1900.

Conway was served by two railroads during the Industrial Period, but at a distance of seven miles from the town center. The first was the Connecticut Valley Railroad spur (in time to become the New York, New Haven, and Hartford Railroad) from South Deerfield to Shelburne Falls, built in 1881. A simple paneled gable roofed structure, Conway Station, was built above the junction of the South River and Deerfield River. A dirt road from the town center to this depot enabled stage and freight service to link the town center with scheduled steam trains. When the electric trolley was built in 1894-1895, Conway Station was the terminus of the trolley line. In 1897, a bridge was built across the Deerfield River, where the South River Station on the Troy and Fitchburg Railroad (later the Boston and Maine) was built. The most outstanding commercial building to survive is the 1878 Conway Bank, a two story, hip roofed brick Italianate building with roundhead windows.

Conway's population continued to decline during the Early Modern Period (1915-1940), with a population of 944 by 1940, a decline of 22%. The town's major industry, the DeWolf Shoe Co., closed in 1918. In 1921, the street railway line to Conway Center was abandoned. Route 116 was improved as an auto highway with concrete bridges replacing steel decked bridges in 1926.

These new structures were built in the town center where Route 116 crosses the South River, and at the west end of River Street over the South River. Most recently, a steel supported, concrete abutted bridge was built in 1976, where the highway enters Burkeville at its east end. By 1930, the town's main industry was the tap and die firm Conant and Donelson, employing 25 people. Several small wood product industries survived, being bought by outside hardware firms around 1915.

Housing gradually expanded on the hills above the town center with a focus around the high school. Summer estates along the Route 116 corridor and on scenic uplands were also built. In 1919 the town's Congregational, Methodist, and Baptist churches united to form the town's sole Protestant church. Germain's Garage, a one story concrete block building with a shaped parapet, was built along Route 116 in 1921, along with a few other commercial buildings. Upon entering Conway Center, a recreational field is visible from the Byway on the left behind the Town Hall. Until the 1930s, this land was a privately owned meadow and pasture with a rolling topography. The Town took the property by eminent domain in order to create a recreation field. Conway residents were paid with Works Progress Administration (WPA) funds to level the small hills on the property.

In the midst of the industrial boom of the nineteenth century, many farms were abandoned leaving pastures and fields to be reclaimed once again by forest. Stone foundations and cellar holes are the visible remains of many farms and factories of long ago. The remaining open land, cleared of trees and stones with much hard labor, is a treasured legacy from the past. Conway's legacy is also found in its nine cemeteries. Two of the largest cemeteries are close to the town center, and are owned and managed by the Conway Cemetery Association, established in 1902.

Conway's population began to grow again beginning in the 1960s. Conway's greatest population increases were in the 1970s, 1980s, and 1990s, with growth averaging around 22% each decade. Conway's easy access to the University of Massachusetts Amherst via Route 116 likely fueled some of this growth, as the university rapidly expanded facilities, enrollment, and employment during this time. The development of Interstate 91 just east of Conway in the 1960s also made the town more accessible to larger employment centers such as Greenfield to the north, and Northampton and the Springfield metropolitan area to the south. Conway today is largely a residential community, with some remaining working farms and a sizeable percentage of self-employed individuals.

Significant Architecture and Special Places in Conway

Conway Center was designated as a National Register of Historic Places Historic District in 1999. The District encompasses 24 acres in the village center, containing a total of 54 properties located along Main Street (Route 116), Elm Street, and Academy Hill Road. All but two structures were built within 1830 – 1951. Styles range from the neoclassical Field Memorial Library (1901) to vernacular wood-frame houses, barns and sheds. The granite Library with copper dome, located at the east end of Main Street, acts as a focal point of the village. Many of the buildings in Conway Center were built in the 1840s and 1850s, and are wood-frame structures with Greek revival and Gothic revival details.

The Conway Covered Bridge, also known as the Burkeville Covered Bridge, spans the South River, connecting Route 116 and Poland Road in the Burkeville section of Conway. It is one of only two single Howe truss bridges known to still exist, the other being in Indiana. It was placed on the National Register of Historic Places in 1988. It is one of only four covered bridges in the state from the 19th century, and is estimated to have been built in 1870. It was closed to vehicle traffic in 1985, and restored for bicycle and pedestrian use in 2005.



View of Conway Center, with the traffic island and Women's Christian Temperance Union Drinking Fountain (1905) in the foreground.



The Conway Covered Bridge was restored in 2005.

Conway Center and the valley to the north through which the South River flows are vulnerable to flooding during extreme weather events. Water flooded Conway Center in 1878 when the dam on the lake in Ashfield where the South River originates failed. Flooding occurred in 1869, 1936, 1938, and most recently in 2011 from Tropical Storm Irene. Residents on Main Street were evacuated during the storm due to concern that the dam in Ashfield could break.

Outside of the town center, there are still several of the one-room school houses in existence around town that numbered among the sixteen schools where Conway's children were educated prior to 1902. Only one of these, the Boyden School house (1880s), has been restored. The school was moved by ox team from its long-time location on Roaring Brook Road, to its present location near the new grammar school. The restored school house can be seen from Route 116 when passing the grammar school.



View of the restored Boyden School house from Route 116, adjacent to the Conway Grammar School.

Ashfield

There are no reported native settlement sites identified in the Town of Ashfield during the Contact Period (1500-1620) or Plantation Period (1620-1675). A few native artifacts, i.e. arrowheads and a stone mortar and pestle, collected locally and displayed at the Ashfield Historical Society Museum, suggest that there could have been some native hunting parties in Ashfield at some point in its history. The town's hilly terrain and limited number of major water sources meant that native occupation was likely restricted to small or moderate sized camps. Native settlement in this section of the Byway Corridor Study Area probably focused on the plateau that the village of Ashfield is situated on, in the vicinity of Ashfield Lake, and in the South River valley. The Ashfield Lake area near the current location of the Steady Lane Farm was identified in 1995 as having "good" potential as an archaeological site. These areas were probably utilized by the Pocumtucks, centered in present Deerfield, as part of their upland fishing and hunting territory. The South River valley, which encompasses the Byway Corridor in Ashfield, was possibly used for cultivation by the natives, and as a trail to access the highlands for hunting and fishing.

Ashfield was one of thirteen proprietor towns created by the government of the Massachusetts Bay Colony between 1735 and 1738, during the Colonial Period (1676-1775). It was originally called Weymouth Canada, and then named Huntstown (Captain Hunt's Town). In 1690 Captain Ephraim Hunt, of Weymouth, had led a group of men on a military expedition to Canada during King Williams' War. They were given a reduction in property taxes for their efforts, but most of them did not own land, so received almost nothing. In 1735, after the death of Captain Hunt, his son, Ebenezer Hunt, successfully petitioned the government of the Colony to grant these men, or their heirs, a piece of land "for a Township in consideration of their Hardships and Sufferings in the said Expedition." They were granted the right to lay out a Town "Six Miles Square, in some suitable place Westward of Deerfield." At this time there was no Conway, so the east line of Huntstown was the west line of Deerfield.

Huntstown was laid out in five divisions between 1739 and 1783. Each division contained sixty-three lots, of which one was for the ministry, one for the minister, and one for the school. The other sixty lots, and the rights to future divisions, were for the 1690 soldiers, their heirs, or their assigns, known collectively as the Huntstown Proprietors. By this time most of the 1690 soldiers had died. The first division was laid out in fifty acre lots in the northeast part of town. It would become the Baptist Corner, Beldingville, Wardville, Plain, and part of the Steady Lane School Districts.

The Proprietors either sold their rights to these lands, or they met in Braintree on 24 July 1739 to draw, by lottery, for a first division lot. Among those who had purchased his proprietors' right to draw for a lot was Heber Honestman, a freed slave from Easton. He was the nineteenth person to draw, and he drew Lot #1. He was the only one at that drawing to settle in Huntstown. There were four other divisions, of 100 acre lots each, in 1763, 1770, 1782 and 1783, for a total of up to 450 acres per proprietor. Most of the proprietors sold their rights to future divisions separately from their original lots. By November 1753 ten families had settled in Huntstown.

By April 1744 the Proprietors had built their first corn mill on “Pond Brook,” now the South River. By 1754 they had built their first saw mill on the Bear River. In June 1755 Indians attacked in neighboring Charlemont. In 1756 the Huntstown settlers began constructing a stockade, one-hundred fifty feet square and fifteen feet tall, around the dwelling of Chileab Smith, on what is now March Road. They requested guards for this fort, and in June 1757 Colonel Williams assigned a group of nine men to be stationed there for two years. These men had discussed building a second fort in 1757, midway between the Smith fort and the Ellis home, but it is uncertain whether this fort was ever completed. Substantial colonial settlement did not take place until the termination of the French and Indian Wars in the early 1760s. Huntstown was incorporated as the Town of Ashfield on 21 June 1765. The first Selectmen were also Proprietors. The Proprietors continued to meet until 1803.

The greatest growth during the Colonial Period took place between 1761 and 1776, when the local population jumped to 628 individuals (an increase of over 600 percent). This growth rate was one of the highest among the Connecticut River Valley western upland settlements during this period. Many of these early settlers came from Connecticut River Valley towns such as Deerfield, Hatfield, Whately, Montague, Sunderland, Springfield, and South Hadley, as well as Athol, Barnstable, Windham (Mansfield) Connecticut, and a group from Stafford Connecticut.

Early settlement was generally dispersed throughout town, but by 1761, a small Baptist community had developed in the general area of Baptist Corner, where they organized the town’s first church. A Congregational church was organized in 1763, though a meetinghouse was not built until 1771. Even though the Baptists had established their church first, the Congregational Church was the official church of the Massachusetts Bay Colony. Therefore they refused to recognize the Baptists and expected them to pay taxes to support the Congregational minister. This was upheld by the “Ashfield Law” passed by the legislature in 1768. The Baptists appealed to King George III, who ruled in 1771 that they did not have to support the Congregational minister, the earliest instance of freedom of religion in the colony.

A second node developed on the Ashfield village plateau by the late 1760’s. This area was the site of the town’s first meetinghouse. The Proprietors first built a frame on the north end of Lot #13 in 1767, but took it down after voters at Town Meeting said it was no longer in the center of Town. They erected the frame, and covered it, on Lot #18, in what is now part of Plain Cemetery. In 1814 they began attending services in a new building located in what is now the front part of Hill Cemetery. The original meetinghouse was sold and taken down about 1819. In 1856 the congregation split and built another church, still being used, on Main Street. In 1857 the 1814 church was moved down to Main Street. By 1868 the two congregations had merged and in 1870 they sold the 1814 church to the town for use as a Town Hall.

The first road to be built in Huntstown was in 1754 from what is now the Conway line to Beldingville Road and Bellus Road to “Heber’s fence.” In 1761 this road was extended south to Mill Hill and then through what is now Plain Cemetery to South Street. Another road was built in 1766 from Hatfield to Ashfield by going through Conway and along the South River in Ashfield. A road built in 1768 went from Goshen to Plainfield, by crossing property now in the Brier Hill School District, then by crossing Cape Street, ascending to Bug Hill Road and then to Plainfield. Other roads followed.

Subsistence agriculture was the primary pursuit of Ashfield residents during the Colonial Period. Local uplands were best suited for sheep grazing and crop production was restricted to grains, such as corn and oats, which could be taken to one of the local grist mills. There was at least one saw mill in each neighborhood. There were several fulling and carding mills to process wool, tanneries to make leather, and a few potasheries. The first tavern and potashery was established near Bellows Hill by Joseph Mitchell before 1763. Captain Moses Fuller had a tavern by 1767 on what is now South Street. Another tavern was established by Timothy Perkins on Main Street by 1773. Seth Wait had a tavern on South Street by 1783. The Proprietors met there from 1789 to 1792. Zechariah Field built his tavern on Main Street by 1792. The Proprietors met there from 1793 to 1803. John Williams purchased it in 1816 and had a store and potashery across the street. After the first meeting house was no longer usable, Town Meetings were held in the Williams tavern from 1819 to 1870.

Ashfield's population continued to grow at a high rate during the Federal Period (1775-1830), increasing by 132 percent between 1776 and 1790. The population peaked in 1810 at 1,809 and then began a gradual decline that lasted for 120 years. The economic base continued to be predominantly agricultural, with large flocks of sheep reported by the 1840s, when Ashfield was one of the largest wool-producing towns in the County. From about 1812 to 1830, Ashfield was a center of the peppermint industry and by 1825 several hundred acres of peppermint were under cultivation in the area along the South River. The mint was distilled into essences which were outfitted to peddlers and carried all over New England and New York State. From 1817 to 1840, there were many stills and cider houses, possibly related to the mint industry. Woodworking shops were established, producing surgical splints, pill boxes, broom handles, axes, hoes, planes, and many other household items. Joseph Griswold is said to have introduced the making of sash, doors, and blinds by machinery here. Griswold stayed only a short time in Ashfield, however, before moving to Buckland, and finally to what became Griswoldville in Colrain in 1828.

The town was divided into school districts, each with its own building. The first was Baptist Corner in 1766, to be followed by the Round School in South Ashfield and the school on the Plain. In 1777 a school was established in Spruce Corner. By 1790 the districts of Steady Lane, Briar Hill, Cape Street, Northwest and Wardville were formed as the population increased in those areas. Chapel Falls was added in 1810, and Beldingville and New Boston (Watson) in 1813. South Ashfield had a second school added in 1815. The fourteenth and last district was Apple Valley, added in 1845. Many of these buildings were moved and/or rebuilt in slightly different locations. Some of the later buildings have been converted into private homes.

Sanderson Academy was established by Alvan Sanderson in 1816 as a private, secondary school. The first building was located on Main Street, across from the present Ashfield House. John Field donated land for a playing field in 1885. After his death, his wife donated money for a public school and library to be built in his memory. After the second building was dedicated in 1889, the first building was sold and moved further west to its present location across from Neighbors, and is used as a private home. The second Academy building burned in 1939. The third building, which opened in 1940, incorporated all twelve grades, and the district schools were closed. In 1997, students began attending school in the present Sanderson Academy, a school for grades K through 6 at the corner of Routes 112 and 116. The town razed the 1940 building, but the Field playing field continues to be used by the young people of Ashfield. In

1967 the town joined with several neighboring towns to form the Mohawk Regional School District for grades K through 12.

During the Federal Period, settlements became well defined in specific areas (including South Ashfield, Ashfield Center, Spruce Corner, Watson, and Baptist Corner), as well as along the Town's major roads (Main and Cape Streets, Hawley, Buckland and Baptist Corner Roads). Many residential properties were constructed during this period, with a peak of construction after 1800. The civic focus continued to be in Ashfield Center, with a secondary focus at Baptist Corner. Commercial activities developed along Main Street (Route 116) in Ashfield Center. Two institutional buildings of considerable architectural significance were built in the period, including the present Town Hall, which was constructed as the Town's second meetinghouse in 1814, and Saint John's Episcopal Church, built in 1828.

In 1820 fourteen men established an Episcopal Church. The present building was ready for occupancy by 1828. A Universalist Church was established in South Ashfield in 1840. In 1844 they purchased the former Baptist Church building, built in 1814 to accommodate the Baptists in the south part of town, and disbanded in 1841. The Universalists voted to "adjourn" in 1868. Their building was used later as the South Ashfield Community Hall. It is now a private home. The Methodists met in the two room school house at Chapel Falls from 1832 to 1855. In 1869 the Baptists purchased the former Baptist Church, built on Upper Street, Buckland, ca. 1828. They dismantled it and rebuilt it on Main Street. It was sold to the Grange in 1914. It is presently the Ashfield Community Hall.

Like the majority of towns in the county, Ashfield's population continued to decline during the Early Industrial Period (1830-1870). During the course of this period the Town lost nearly a third of its population, with the greatest loss occurring in the single decade from 1840 to 1850. The Peppermint industry moved to Phelps, New York, and beyond, as westward expansion began. The economy remained predominantly agricultural. Ashfield was a major producer of butter and cheese, and was the leading butter producer in the county in 1855. Woodworking shops continued to produce goods, while other small shops established during this period, including Ashfield pottery. Beginning around 1848, Walter Orcutt made pottery here, followed by David Belding and Wellington Hastings in the 1850s. This pottery represented the largest value of any industry in town in 1855.

The prosperity of the Federal Period seems to have continued into the first half of the Early Industrial Period, to judge by the number of Greek Revival houses and cottages extant in the town. Several institutional buildings and commercial properties remain from this period as well, including the Congregational Church (1856) and the Crafts Store (1835).

During the Late Industrial Period (1870-1915) Ashfield Center remained the focus of civic and commercial activity, and of the local highway system with east-west connections to Conway from Ashfield Center along Route 116. The town's population fluctuated during this period and dairy farming remained the major feature of the economy. The Ashfield Co-operative Creamery was established in 1880 and its production peaked in 1912. The Creamery closed in 1927, as butter became available from the west and there was more demand for milk. In 1878, a flood caused by the breaking of the Great Pond Dam swept down the South River to South Ashfield,

where it took out the dam for the Gardner saw mill. This caused considerable destruction along the South River. It destroyed a tannery, the pottery, a saw mill, several houses, and two grist mills, one of which was rebuilt by Archibald Flower, owner of the dam, by using parts from the other one. This grist mill was purchased by Milo Belding in 1898 and operated for him until 1928 by George Cook.

In 1900 Fordyce and Willis Thayer began a wood-turning shop and saw mill on Steady Lane, in which Harry Harmon became a partner in 1906. The Thayer-Harmon mill operated until 1965. Most of the buildings have been dismantled. In 1871 Nelson Gardner sold his woodworking mill behind what is now the Ashfield House to Archibald Flower and joined Amasa Holbrook in his saw mill on the Swift River in Spruce Corner. They made rolling pins, meat mauls, wooden spoons, and other items until 1892. George Thayer and Frank Cook built a cooperage here and in 1910 made 18,000 apple barrels. The mill was operated by H.H. Mayhew from 1917 to 1944, when the buildings were removed. Another mill on the South River in South Ashfield, begun as a fulling mill in 1782, was operated as a gristmill, wood-turning shop, and saw mill by the Guilford family into the early to mid-1900s. They made wooden faucets and cider barrels. The building fell down in 1967 and was dismantled. Much of the foundation remains.

No railroads or trolley lines were constructed through the area, although several were proposed. Very little residential construction took place during the period between 1870 and 1915, except at the town center, where several summer homes and other houses were built. The most outstanding institutional building of the period is the Belding Library of 1913-14, designed by Samuel M. Green of Springfield.

The Early Modern Period (1915-1940) brought a net loss in population, which stood at 872 by 1940. During this time period local highways were improved for use by automobiles. A fair amount of residential construction took place around Ashfield Center in the 1920's as Ashfield developed as a summer resort. In addition to the small, very modest, one-story frame cottages built along the shore of Ashfield Lake, pyramidal hip roof Colonial Revival houses and several shingled Craftsman cottages and houses were built on Main Street and on Spruce Corner Road above the town center.

For decades, Ashfield was a quiet farming community with dozens of dairy and apple farms dotting the hillsides and lowlands. While the number of dairy herds has declined over the past forty years, there are at least three remaining dairy farms with large milking herds. The Agricultural Commission produced a brochure listing 31 farms in town in 2009. Besides apples, peaches, blueberries, raspberries, and other fruit, Ashfield farms produce cider; raise cows for beef; sheep and goats for meat, fiber and cheese; chickens for eggs; honey bees for pollination and honey; market gardens for vegetables; hay crops for sale; and Christmas trees. Many farms make maple syrup for their own use or for sale. The two remaining dairy farmers maintain open fields by planting corn and by cutting the hay for their own use. A Farmers' Market is open each Saturday from May to October on the Town Common. Agriculture continues to be an integral part of the economy of Ashfield, and contributes to its rural and scenic character. Ashfield's village center continues to maintain a number of locally-owned and operated businesses that serve residents and visitors alike.

Significant Architecture and Special Places in Ashfield

The area surrounding the intersection of Creamery Road and Conway Road (Route 116), known as South Ashfield, became a well-defined settlement during the Federal period, and was once a large part of the town's prominent dairy farming industry. The area is still characterized by rolling pastures and farmland, with a small historic village at the intersections of Creamery Road, Conway Road, Williamsburg Road, and Hill Road. The Round Brick Schoolhouse (1772) on Hill Road was the second district school to be built in Ashfield. It is now used as a single family home.

The Ashfield Plain Historic District was established as a National Register Historic District in 1991 and is comprised of Main Street (Route 116) and South Street and adjacent parts of Buckland and Norton Hill Roads. There are 169 resources within the district. Significant properties in the District include the Ashfield Lake Dam (1879), the Milo M. Belding Jr. Memorial Park (1928), and the Belding Memorial Library (1914).

The section of the byway that travels along Suburban Drive and encompasses the combined sections of Routes 112 and 116 in the center of Ashfield includes historic resources representing key phases of historical development in town. These include: the George Basset House (1850), also known as the Walter Allum Summer House; the M. Bross Thomas House (1921), also known as "Cricket Lodge" (not visible from Route 116); the Henry Lilly-Emory Howes house built ca. 1880 at the intersection of Lilliput Road and Suburban Drive; and the Conzelman-Newell house at the intersection of Steady Lane and Suburban Drive built ca. 1800 by Jonathan Lilly.

The Steady Lane area of farmhouses and fields is located in one of the most scenic regions of the Byway. There are seven historic resources located on Steady Lane including the Steady Lane Farm (1820), that is visible from the roadway, and the Steady Lane Schoolhouse (1851), which is not visible from the road. Across from Steady Lane, the Byway Corridor Study Area encompasses a portion of Bug Hill Road out to the intersection with Lilliput Road, which includes a number of historic properties.



A view of farmland from Routes 116/112 in Ashfield.



Spruce Corner Schoolhouse (1874), an example of the one-room schoolhouses in Ashfield. Many have been converted to private homes.

The Spruce Corner area at the intersection of Plainfield Road (Route 116) and Spruce Corner Road retains several historic properties. The Spruce Corner Schoolhouse (1874) has been well-maintained as an example of the one-room schoolhouses that used to serve Ashfield's fourteen school districts until 1939. The area contains several historic farmhouses, including the Dyer-Haynes House (1850), and the Williams, Apollos - Howes, Betsy Williams House (a.k.a Williams-Streeter Brick house) (1828), both located directly on the Byway. The Spruce Corner Cemetery on Spruce Corner Road was established in 1792. The first burial here in July 1792 was Abigail Baldwin, wife of Elisha Cranson, one of the first settlers of Spruce Corner in 1771. He owned much of the surrounding property, including the location of this cemetery. The second burial was Mercy Daniels, who died in April 1793, the wife of Ephraim Williams, a descendant of Ephraim Hunt. Ephraim Williams settled here about the same time as the Cransons, on land

owned by his father, Daniel Williams, a Proprietor from Easton. In 1771 they built a saw mill, which operated until 1878, when the flood took out his dam and the mill. The foundation of the mill can be seen still at the intersection of Rt. 116 and Watson-Spruce Corner Road.

Hampshire County

Like other small rural towns in the region, Plainfield was settled primarily as a farming community. Route 116, also known as East and West Main Street, winds through the community as a rural roadway. Route 116 travels through agricultural land, open space, and the town center near Union and Central streets.

Plainfield

Little evidence has been found that Plainfield had a Contact Period (1500-1620) population. It is more likely that it was used as a resource zone for local Pocumtucks of Deerfield and Norwotucks of Northampton and Hatfield. These Native Americans may have occasionally used the area for short-term hunting encampments and fishing sites; there have been no archaeological sites found suggesting a long-term occupation. This pattern is thought to have continued until the 1770s, well into the Colonial Period (1675-1775).

The first permanent settler was Thomas McIntyre, who established a residence in Plainfield around 1770. By 1775, at least nine other settlers had joined him. New residents were transplants from Abington and Bridgewater, Massachusetts. Many moved to the area for its fertile soil, ample forests, and new business opportunities. As there were no churches established yet, parishioners still traveled to neighboring Cummington for services. These settlers became farmers, with small scale crops and livestock operations. Lumber was also produced and sold to other communities, but there were not yet mill facilities in Plainfield. Route 116 was established as the primary east-west highway, as Main-Hawley Street.

The earliest homes in Plainfield were small and often became the ell of a larger house as the family grew. A majority of the homes built at this time were Cape Cod in form, and constructed out of wood. Serious settlement did not begin in Plainfield until the late 1780s.

Originally, Plainfield was incorporated as a district of neighboring Cummington in 1785 and later became an independent town in 1807. The architecture of the town largely dates to this Federal Period (1775-1830), when the population of the area reached its peak. According to *The Hampshire History: Plainfield*, the “land worth clearing was cleared, fenced, and improved.” Early on, in 1792, a meeting house was established near the intersection of Route 116 and present-day Union Street. Together with the original church (now demolished), it created a civic core for the community. Union and Central Streets were likely established at that time as radials off the main highway. Domestic architecture includes simple structures, and a few larger brick and frame dwellings in the center. The Raised Cape form, with its raised roof to allow more room on the first floor, is common among houses constructed post 1800, is common. Other common features include gable eaves with returns, a common building practice in Plainfield at this time.

One of the finest and most detailed houses of this period is located at 278 East Main Street (1820). A Federal style building, it was constructed with dual entrances because of its prominent corner location and served as the only general store in Plainfield until the 1890s.

Plainfield's population increased from 458 in 1790 to a high of 984 by 1830. This dramatic increase was the third highest in the county over that same period and has been attributed to the late development of the town compared with its neighbors. During this time the economy in Plainfield was still agricultural, with some small shops and Satinet Mills producing cloth. Other industries in the community included tanneries, saw and grist mills, and wood working. According to Plainfield residents, this time period also saw the development of the potash industry in this region. Potash was used largely as an ingredient in soap, and likely supported the local satinet mills.

Shortly after this peak of development and prosperity, the population of Plainfield began to decline from its 1830 peak. The Early Industrial Period (1830-1870) saw the Greek Revival-style Plainfield Town Hall built in 1847. A portion of the cost was paid by the local School District, and the first floor was used as a school for many years. It was designed to match the Plainfield Congregational Church, constructed a year prior in the same style, replacing their original ca. 1790s building at the rear of the property. Both the Town Hall and Church were built by Captain John Cook.

The economy of the area continued to include the production of wooden wares and hats. By 1832, the production of wooden wares was the second highest product value, peaking at \$13,000. One local resident, John Bisbee, obtained a patent for a turning lathe for the production of broom handles around that same time. The third highest product value was palm-leaf hat making, which brought \$9,000 into the local economy. Maple sugaring peaked around 1855 with it representing about 1/3 of the county's production. The town had 6 cider mills up until around 1870. By that time, Plainfield had a population of 521 people.

Many of the homes constructed during this time period were designed in the Greek revival style, or were existing homes refashioned in that style. This includes 338 Main Street, which is made of Plainfield brick, 818 West Main Street, a Cape form building with Greek revival detailing, and 525 West Main Street, which retains its English style barn to the rear but itself is Greek Revival in style.

Agriculture continued to be a significant part of the area's economy through the Late Industrial Period (1870-1915), and when a woolen mill burned down in 1876, no replacement was built. Few houses were constructed in this period.

Notable institutional construction from the Early Modern Period (1915-1940) includes the building of the Hallock Memorial School and Library in 1925. It was constructed in a Colonial Revival style in order to be compatible with the other prominent buildings in the town center. The buildings sit on the site of the original school and residence of Reverend Moses Hallock, a prominent early resident and pastor in town for 45 years. By the 1940 the town's population was 224. Today, Plainfield retains its status as a small, rural town with a population of almost 600 – still well below its 1830s peak.

Significant Architecture and Special Places in Plainfield

The Plainfield Center Historic District was determined eligible for the National Register in October, 2011, per Criteria A (for its association with events that have made a significant contribution to the broad patterns of our history) and C (as an area that embodies distinctive characteristics of a type, period, or method of construction, represents the work of a master, or possesses high artistic values), but has never been formally nominated. The center is characterized as a rural area with modest houses dating to the late 18th to early 20th centuries with at least 15 extant barns. The civic center of the town includes the Congregational Church (1846), the Town Hall (1847), and the public library (1925), all centered between Union and Central Streets along Main Street/Route 116. Exact boundaries are still to be determined, but in general the Center has retained its integrity.

The Shaw-Hudson House was constructed in 1833 by Dr. Samuel Shaw, a practicing physician in Plainfield from 1824-1880. It is a two and one-half story house with a connecting wing and barn, plus a carriage ell. The interior still retains its intact, original mid 19th century doctor's office, and is in use as a town museum. This building has also been determined eligible for the National Register.



The Shaw-Hudson House in Plainfield.

Berkshire County

Early settlers to the Berkshire region were truly pioneers. The Berkshires were settled relatively later than communities further east. The topography and rocky soil made building and farming very challenging, as did the uncertainties inherent to life in the virtual wilderness during the French and Indian Wars. Early settlement in these communities was difficult. Through the mid-

1800s, agriculture was the basis of economic activity, and has remained an important element of both the economy and landscape of Berkshire section of the Route 116 Scenic Byway. Some of the more scenic areas along the Route 116 Byway are those that remain in agricultural use or are reminiscent of agricultural use.

The first settlers who made their mark in this western frontier, recognized for its wild woods and rugged hills were resilient and resourceful. In their interesting book about the history of Mount Greylock, Deborah Burns and Lauren Stevens cite a historic source describing what early homes and farms were like:

In the Valley of the Housatonic and Hoosac, the forest must be leveled and burned before a hill of beans could be raised. The first thing to be done was to build a hut that might serve as a protection from the weather and wolves. This was quite uniformly constructed of logs, notched together at the ends, with the interstices plastered with mud, and the roof was formed of hemlock boughs. Sometimes the hut was built against a huge boulder, or some steep hill, which served as a back to both shanty and chimney. These log houses were pretty rough structures, as the axe and spade were the only implements employed in their construction⁴.

They would be amazed, but perhaps not surprised, to see the tidy communities filled with parks, libraries, post offices, schools and shops that their initial efforts helped to form. The present form and pattern of each community speaks strongly of their unique histories.

The landscape along the Byway is reminiscent of past agricultural activity with distinct hedgerows and old farm buildings. Farming activities remains in Cheshire and Adams. Cheshire supplied cheese to the New York market, and wool to local woolen mills. Farmers within the Route 116 Scenic Byway corridor raised livestock, and grew, *apples, pears, potatoes, Indian corn, peas, beans, pumpkins, hops, peppermint, hemp, turnips, clover and timothy grass. Grains included rye, oats, barley and to a certain extent wheat⁵*. The size of these farms ranged from several acres to several hundred acres. The food not only supported local communities, but travelled to further destinations such as Boston or New York.

In the Hoosic River Valley, agriculture remained part of the economic base through the early 19th century. The first cotton mill powered by the Hoosic River initiated a dramatic spurt in industrial and economic growth in Adams, further catalyzed and magnified by the introduction of rail. Adams was a bustling hub of business, with a diversity of language, religion and ethnicities calling it home. The distinct architecture and the growing management and enjoyment of the regions natural resources, especially in Adams, spoke to growing affluence.

The Berkshire communities along the Route 116 Scenic Byway have historic resources that are distinct to western Massachusetts, the region and also nationally. Specifically, the architectural features on top of Mount Greylock are representative of the Civilian Conservation Corps efforts

⁴ Burns, Deborah, and Stevens, Lauren: Most Excellent Majesty, A History of Mount Greylock. Berkshire County Land Trust and Conservation Fund (2009).

⁵ Burns, Deborah and Stevens, Lauren: Most Excellent Majesty, A History of Mount Greylock. Berkshire County Land Trust and Conservation Fund (2009).

of the 1930s, the developing parks movement of that era, and the development of the Appalachian Trail which intersects both Cheshire and Adams. The communities have also faced a challenging course as industry and population declined. This overview provides a brief glimpse of unique era in regional history, and how the stories and features of Route 116 Byway communities fit into this framework. These eras are described in detail in a framework borrowed from the Upper Housatonic National Heritage Association⁶. This framework was selected because it is also being used in the regional historic preservation element of the Sustainable Berkshires Plan, the Berkshire region's ongoing comprehensive planning effort.

The Mountains and Woodlands (Pre-History to 1725). In Berkshire communities along the Route 116 Scenic Byway, Native Americans of the Mahican tribe hunted along the rivers and streams. The Mohawk Trail, which cuts through Savoy, was a well-known travel route between the Hudson River and Connecticut River Valleys. It is likely their range stretched further South into Savoy, Cheshire and parts of Adams.

Settling the Woodlands and Leveraging Their Resources (1725-1770). Initially, the Northern Berkshires were settled by pioneering business men and religious groups. This first wave of settlement was largely precipitated by the culmination of the French and Indian. While Cheshire and Savoy were incorporated individually, Adams was originally part of a larger parcel including North Adams. Earlier homes were built elevated away from the Hoosic River to avoid flooding. Some of the older homesteads are still visible on the Route 116 Scenic Byway, locally labeled as Orchard Street.

The American Revolution and Early Federal Period (1770-1800). Some of the well known figures in the history of Berkshire Byway communities played roles in the Revolutionary War. Well known figures from Cheshire and Adams played prominent roles in the Battle of Bennington, for example. Adams bears its name in honor of Samuel Adams. Farming became an important activity in all of the communities. The area surrounding Mount Greylock was also further explored and settled in this era. The earlier homes and churches visible in Savoy, Cheshire and Adams are built in the Federal style.

Achievement and Advancement (1800-1870). Adams, especially, bears the strong influence of hydro-power, and was well known for its paper and textile mills. The statue of President McKinley was erected in honor of the president who was good friends with the renowned Plunkett brothers of Adams. Many of the finer homes and distinguished buildings along Park and Orchard Street were built by such entrepreneurs. There was also the growth of industry in Cheshire and Savoy, and continued natural resource extraction on and around Mount Greylock.

A United Region in a Divided Nation (Civil War). While there were known Underground Railroad stops in North Adams and Williamstown, there is not much documented concerning this specific historic feature in Adams, though it is possible—especially given the Shaker and Quaker influence. Slaves escaping from New York, which did not ban slavery until after Massachusetts, did find their way to Adams. Some of them settled in the community.

⁶ Upper Housatonic National Heritage Area Environmental Assessment Proposed Management Plan; Sustainable Berkshires Historic Preservation Element

The Gilded Age (1870-1904). The era includes the time when successful writers began to build ornate cottages in the Berkshires. Noted industrialists constructed early mansions across the region. Recognition of the beauty and benefits of scenic areas such as Mount Greylock and its environs sprung from deep concern about the negative effects of resource extraction. During this era, great efforts were taken to protect the prominent landscape feature and to encourage recreational activity on site. The Gilded Age and later eras to present also marked increasing recognition of the Berkshires as a destination for recreation tourism. Trips from Adams into Savoy and Windsor were frequent as town dwellers sought the outdoor recreation opportunities abundant in the highlands.

Nature, Culture and Harmony (1900-Present). Along the Byway, this era included the ongoing management and protection of natural resources for the purpose of recreation and tourism, including some of the distinct structures on Mount Greylock, and some of the structures that were once inns and state managed lands in Windsor, Savoy and Cheshire. While some efforts disturbed the landscape and ecological integrity of communities, such as the channelization of the Hoosac River, efforts continued to manage and protect some of the most distinct natural landmarks in the region, including Mount Greylock. Changes on the mountain to make it more enticing and comfortable for visitors included refined roadway systems and built structures. The Thunderbolt Trail was also built, and still attracts skiers in 2013. National efforts such as the creation of the Appalachian Trail also made a mark, as the Georgia to Maine path in the woods cuts through both Adams and Cheshire. A former railroad, the Ashuwilliticook Trail allows visitors to travel from Lanesborough to downtown Adams, maybe stopping by the former train station for a meal or drink.

Windsor

Windsor was originally settled around 1767, and incorporated in 1771. Originally known as Gageborough, residents became unhappy with this name due to Thomas Gage's role in the American Revolution. They changed the name to Windsor. Its high elevations and rugged topography created a challenging setting for early settlers. Much like Savoy, it is well recognized for its ample access to outdoor recreational opportunities, scenic landscapes and natural resources. Early on agriculture and timber were the primary economic activities. The landscape suited small, subsistence farms, and also suited hardy livestock grazing, like sheep. In the 19th century, Windsor, like Savoy, witnessed a burgeoning industrial sector, including saw mills, tanneries, shingle and woodenware factories. The population grew with industry; by 1810, there were 1,108 people living in Windsor, attending ten different school districts. After this peak, the population dwindled as timber resources decreased and inhabitants sought out cheap land further West. Travel and transportation between Windsor and regional markets was difficult, and hope for facilitated transportation was not met when it was decided that a regional railway would not pass through Windsor.

Significant Architecture and Special Places in Windsor

There are no historic sites or structures within the portion of the Route 116 Scenic Byway that cuts through Windsor.

Select Historic Properties in Windsor

There are no state or federally listed historic points of interest within the corridor study area in Windsor.

Savoy

The year 1777 marked the first European settlement of Savoy. By the end of the Revolutionary War, the town hosted a total of thirty-five households. Incorporated in 1797, the town took its name from the Savoie (Savoy) region in France, which is similar to the Highlands area in topography and landscape. Savoy was home to primarily subsistence farming and an early group of Quaker settlers. In the 19th century, it was a bustling center of industry and natural resource processing, with a diversity of steam sawmills, box manufacturers, tanneries, printing shops, a larger lumber mill and three large, popular hotels. Large, spacious inns were popular attractions for visitors from the Berkshires and the Pioneer Valley. Much of the land was cleared for farming and timber interests.

Today, the town of Savoy is small and predominately forested. It offers access to several state forests, wildlife management areas and coldwater fisheries. At its peak, in the late 19th century, Savoy was home to three hotels and seven schools. Some of the community's oldest buildings are still standing, although they are private residences. A notable house is that of Nathan Haskins, which is also the only Shaker house left in the community. Savoy was home to eighty or so members of the Shaker religious community. The Baptist Church, built in 1804, is directly on the Byway, in the same segment as the Savoy Hollow General Store. While there were originally six neighborhoods, today few of those are visible from the Byway. These neighborhoods included the Brier, Spruce Corner, New State, Savoy Center, The Tannery and Savoy Hollow.⁷

Savoy was also notable for its religious diversity, which included Baptists, Congregationalists, Methodists, Adventists and Shakers. For a brief time in 1810, the Mormon Prophet Smith lived and proselytized in Savoy.⁸ Today, Savoy is characterized by dense forest. Much of the land in the community is managed by the Massachusetts Department of Conservation and Recreation, and the Savoy State Park is well recognized for its superb camping and hiking opportunities.

Significant Architecture and Special Places in Savoy



The L. Goff Blacksmith Shop.

There are several structures immediately along the Route 116 Scenic Byway that hold significance in the settlement and development of Savoy. They are described in this section. Where possible, images are included. The photos indicate an interesting finding—the protection of historical resources along the 116 Scenic Byway can be challenging for communities. There is little visible indication that the structures are historically interesting. They also exhibit extensive wear. The L. Goff Blacksmith Shop in Savoy was built in or around 1830, and is an example of early Greek Revival style. The Goff family first settled in Savoy in the early 1800s.

⁷ Town of Savoy OSRP; Jane Phinney, Savoy Resident and Town Historian

⁸ Mohawk Trail Scenic Byway: http://www.berkshireplanning.org/regional/mohawk_trail_scenic_byway.html

The Mason Tavern, built in 187, is a Georgian Federal style building that was both a popular tavern and inn through the nineteenth century. It was known for its trout dinners. A no longer present larger wing allowed for the accomodation of more guests than seems possible in its current form.



The Savoy First Baptist Church.

The first church in Savoy, the Savoy First Baptist Church was built in 1804. It subsequently lost membership due to the ‘developing Shaker order in Savoy’ at that time. By 1930, there were only fifteen members. Nathan Haskins was the first minister. Originally in a different neighborhood off of the Route 116 Scenic Byway, the building was moved in 1835 to its present location. The Sturivant House, built in 1825, offers a nice example of old stone features, including the stone cellar or house foundation displayed in the corresponding image. The Savoy Store, built in 1825, remains a popular stopping place for food and beverage. Built in 1825, the store has served a variety of functions,

including hotel and post office. The Savoy Town Hall, immediately adjacent to the Savoy Town Park, is a former school house, built in 1901. An older cemetery is also visible along the Byway. With the oldest stone from 1829, the Tomb Cemetery, notable for the marble tomb built into the earth and iron door. As of 1981, there had been no use of this tomb.

Select Historic Properties in Savoy

There are no state or federally listed historic points of interest within the corridor study area in Savoy. The Mohawk Trail Scenic Byway, listed by the state and national register, is within the Town of Savoy and is within ten miles the Route 116 Scenic Byway. For 10,000 to 12,000 years, the Native Americans living in the region used the east-west route for hunting, trading and war campaigns between the Hudson and Connecticut River Valleys. As Europeans settled the region, they too used the old trail networks. The early to mid twentieth century brought pavement and year round maintenance to the route. Auto tourism became a huge generator of activity along the Mohawk Trail. The road itself was the first state road to be designed and implemented as a scenic tourist route. Fall brings with it highly attractive and vivid foliage arrays along the Mohawk Trail, and all seasons allow for experience of stunning, scenic views of the regions’ mountains.

Cheshire

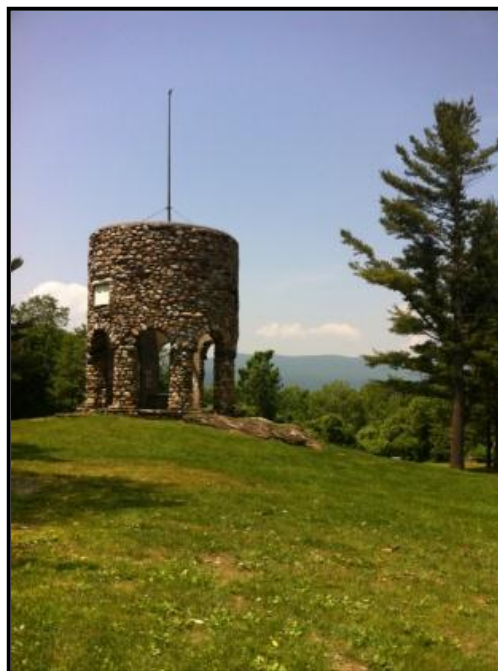
The most interesting historical features within Cheshire are not located directly along Route 116. Rather, they are a short detour from the Byway itself. The first feature is the Stafford Hill Monument, which offers a panoramic view of Mount Greylock and the Hoosac Valley. This monument was constructed in honor of Joab Stafford, a colonel during the Revolutionary War. He and his compatriots gained notoriety during the Battle of Bennington in 1777. Another significant historical feature within Cheshire, but a further detour from the Byway itself, is the

Cheshire Cheese Press. The community of Cheshire avidly supported the election of Thomas Jefferson; when he won the presidency, they created a 1,500 pound wheel of cheese, using all of the milk in town. Their pastor, John Leland, delivered the wheel of cheese himself, by sleigh, for the inaugural banquet: all the way from Cheshire to Washington, D.C. The landscape of Cheshire indicates much about its history. Much of the landscape visible from Route 116 is characterized by open, agricultural fields. Though mostly developed now into residential parcels, it is easy to imagine the community as farming community dominated by field and pasture. Cheshire was also home to industry: a glass making company used quartzite mined from North Mountain to make windows and other glass items; a small factory created cotton processing machinery; the Farnums operation mined gypsum. The area around the old mine, and the village housing for works, is now on the National Register of Historic Places.

Founded in the 1760s by a group of Baptists from Rhode Island, and originally named New Providence, the Town was incorporated in 1793. By 1805, the Town had four different churches, serving a population of 1,537. As time went on, the population shifted from the Stafford Hill area to the present village center as more people became dependent on hydro power from the Hoosic River to run their businesses. As of 1812, the Town's largest employer was the Crown Glass Company. Plate glass was manufactured here with the high quality sand found in the valley. Cheshire was also home to the Berkshire Iron Furnace, Dean Sawmill and the Cheshire Shoe Factory. Throughout the late 18th and 19th centuries, Cheshire was widely known for its dairy farms. Agriculture was a significant industry.

Cheshire's topography is not as dramatic as that found in Savoy. It was largely cleared for agricultural purposes in the 19th and 20th centuries. This and its well-drained soil has made it a pleasant place to live and an easy place to develop. As of 2000, when the Town wrote its Open Space and Recreation Plan, the State had purchased significant acreage to protect and preserve open space. There were also land trusts interested in preserving the valuable agricultural lands. It was also noted in the 2000 OSRP that Cheshire zoning regulations did not offer strong open space protection from development pressures.

A notable recreation feature in Cheshire has connections to a national movement. The Appalachian Trail runs through the Town on its trek Northward (or Southward, if the hiker is Georgia-bound). The idea for the Appalachian Trail was partly founded in a concern for diminishing environmental health and opportunity for outdoor recreation that was becoming prevalent in the 1920s. The original proposal was in fact published by the October 1921 Journal of American Institute Architects, where it was titled 'An Appalachian Trail: A Project in Regional Planning.' The section of trail that cuts through Cheshire is managed between the Massachusetts Department of



The Stafford Hill Monument.

Conservation and Recreation, the National Park Service, the Appalachian Trail Conservancy and the Appalachian Mountain Club. Maintenance and monitoring of the trail is conducted by the AMC-Berkshire Chapter. The Ashuwilliticook Rail Trail also cuts through Cheshire, and brings bicycle riders, joggers and pedestrians right along Cheshire Lake, which is the fourth largest lake in Massachusetts. The transformation of a former rail road into a bike path speaks to the opportunities present along the Route 116 Scenic Byway—leveraging existing resources to create greater contemporary opportunity for recreation, tourism, community and economic development.

Select Historic Properties in Cheshire

Stafford Hill Monument, located on Stafford Hill Road, is on both the state and federal historic register, though not directly within the byway study area. It is an easy detour, however, located a little over a mile from Route 116 itself. The Stafford Hill monument was constructed in 1927 to commemorate the original settlers of Cheshire, who came from Rhode Island. The monument offers stunning views of Mount Greylock. Though directly accessible via Route 116, there are no signs alerting travelers that the Stafford Hill monument is only ½ mile away. Stafford Hill offers an example of the opportunity along Route 116 for greater signage and way finding.

Adams

Native Americans of the Mahican Tribe hunted and traveled throughout the Greylock area and along the nearby Mohawk Trail. It is likely that they foraged, hunted and in and around Adams, but did not actually settle there. Arrowheads have been found at the Quaker Meeting House.

The Route 116 Scenic Byway brings travelers by some of the oldest homes in Adams, and was probably a useful road in transporting raw material and processed goods to and from the local hub of commerce. In the 20th century, the Route 116 Scenic Byway was a route to fun, as Adams locals enjoyed the woods and ponds in Savoy, most notably Windsor Pond in Plainfield and its Sunburn Beach. Roadside lodges offered food and drink, and some of them are still visible, such as the Hilltop Lodge in Savoy, and Swistak's in Cheshire. There is mention as early as the 18th century of the road that is now Route 116. It was not paved until the 20th century.

At the end of the French-Indian Wars of the mid-1700s, Berkshire region land parcels went up for sale. Wealthy businessmen bought this land—usually hiring a minister to establish a church there, and to settle his 'flock' there. Early inhabitants of the Hoosic Valley grew frustrated with the isolation and rocky soil, and sold their parcels to a group of Rhode Island Quakers. The most famous Quaker from Adams is Susan B. Anthony. The Quaker Meeting House is close to the Scenic Byway corridor, as is the Susan B. Anthony House and Museum.

Nathan Jones purchased Township Number One in 1766. Annexed with North Adams, it soon took on the name of East Hoosac. Adams officially incorporated in 1778 and was given the name Adams in honor of Samuel Adams. Early settlers made brick from clay deposits, and sourced tanning bark from abundant forests to tan leather. An iron ore deposit at the foot of Mount Greylock allowed them to establish iron foundries.

The Quakers were among the first religious group in Adams, and perhaps the most unique of the early groups. Also known as the Friends, they believed in temperance, and did not tolerate

dancing or war. Additionally, they did not believe in smoking, or hiring or keeping clergy. They practiced direct communication with God, which is partially what led to their migration to Western Massachusetts. Their refusal to pay a tax to support a minister in 17th Century Puritan Boston was cause for persecution. First, they fled to Rhode Island, then to Adams and Cheshire. The Brown House on Orchard Street, directly on the Byway, was built by a descendent of the first Quaker family in Adams. The Quakers brought with them a strong sense of social justice, as well as a notably plain and simple style and use of language. This is evident in the Quaker Meeting House, constructed in 1781. Quaker homes in Adams served as ports of refuge for runaway slaves from New York, which did not abolish slavery until 1826, while the practice had been banned in Massachusetts since 1790. According to the Adams Historical Society, the Quakers not only opposed slavery; they also opposed 'war and capital punishment; befriended the Indians; and sought the humane treatment of prisoners and the mentally ill'. The Quakers also believed in providing education to women, and allowed an extent of gender equality not experienced in larger society at the time. The Quaker population in Adams peaked in 1819, with forty families, of whom the Anthony's, family of Susan B. Anthony, were one. Many of these families moved west after 1825; the Quaker Meeting House near the Route 116 Scenic Byway held its last meeting in 1842.

The same commitment to social justice is definitive of the life led by Susan B. Anthony, born in Adams on February 15, 1820. Anthony came from a family of social justice advocates, especially active in the Abolitionist movement in New York and Kansas. Susan herself became active, only to be told that she herself could not speak at public events because of being a woman. She then started a Women's National Loyal League for women in support of the Thirteenth Amendment. Anthony also served as a teacher, and became a staunch and vocal supporter of education reform; it is her efforts that led to the admittance of women to Rochester University in 1900. Anthony was a labor activist, a temperance worker, a suffragist and women's rights campaigner. The Nineteenth Amendment, passed in 1920, which gave women the right to vote, was named in her honor: the Susan B. Anthony Amendment. She made few visits back to Adams in later life; those visits were well celebrated and recorded. Annually, Adams celebrates the life of Susan B. Anthony with a series of events called Susan B. Anthony Days. These include outdoor films, concerts and a street fair. The Susan B. Anthony Birthplace and Museum is located at 67 East Street, and built in 1818. The historic structure welcomes visitors to learn more about Susan B. Anthony, her family, and their role in historic national movements.

The Hoosic River provided the power for industrial era mills and factories. The 1800s marked the entry of the first cotton mill. Soon, wool and paper followed. Industry was further catalyzed by the Adams and Pittsfield Railroad Line. By 1850, industry had replaced agriculture as the economic base. The bustling industrial locale of Adams was a destination point for a diverse collection of immigrant cultures. As the number of mills grew, so did the number of ethnic communities. Immigrants flocked to Adams from Ireland, Scotland, Germany, Quebec, Poland, Italy, England (weavers) and Syria. Adams also had a Jewish community, with immigrants from Eastern Europe, specifically Lithuania. There are no synagogues in Adams, as Jewish residents attended temple in North Adams. Later on, a member of the community would rent out a hall in Adams for high holidays, providing services in Hebrew and Yiddish. The different churches in Adams conducted sermons in five languages: English, French, German, Polish and Italian. The distinct brick row houses in Adams were built by the Scottish immigrants. The Quebecois

immigrants came after the Civil War, followed by the Polish immigrants in the 1890s and Italian immigrants between 1905 and 1910. One thought as to what precipitated such an influx of German immigrants was that some of the mills used equipment manufactured in Germany, and that the mills hired German management who knew the ins and outs of the complex machinery. Church services in German were provided in Adams up until 1938. Polish mass is still conducted at St. Stan's, though not as frequently as it once was.

Just as the Hoosic River provided the power necessary to fuel industry and growth in Adams, so did it provide period reminders that the bustling mill town was still vulnerable to flooding. From 1814 through 1991, the Hoosic provided power for textile mills in Adams; so did it cause dramatic flood damage and loss of life in Adams. Three major floods impacted the residents and businesses in downtown Adams before the U.S. Army Corps of Engineers implemented their flood control plan. The relationship in Adams with the Hoosic has long been one of physical manipulation. By 1876, there were seven dams and two diversions in the river where water heading into a raceway flowed to a water turbine. Segments of the river were at one point 'rugged, natural river edges strewn with rocks and bending sycamore trees'. This changed with the flood control project, which channelized the portion of river running through the center of Adams with a concrete passage. The depth of this channel ranges from 18 to 27 feet, and intended to carry more than 50% of the water height recorded in flood of 1938⁹.

The population of Adams doubled in 1845 with the advent of the Adams & Pittsfield Railroad line. This rail line provided access to commerce centers like Boston and New York. After the completion of the rail line, there were five new mills built within seven years. The population peaked in 1925 at 13,500 residents. The Plunkett family was a prominent Adams family. The name is still on several community assets, and the ornate Town Hall is the former Plunkett mansion. In the 1950s, the Town of Adams sought to address flood control by channelizing the Hoosic River. Soon after, in the 1960s, the Town addressed urban renewal, razing many historic buildings with new shopping centers. Similar projects were proposed for Park Street, but were met with objection from community stakeholders. Beginning in the 1980s, community members worked together to raise funds necessary to restore the downtown area in Adams to its current condition. Beginning in 1991, when the railway closed, community members banded together to turn the old railway into the bike path. Visitors to Cheshire and Adams can now access the Ashuwilliticook Trail for bicycling, walking, running or rollerblading. Visitors can enjoy distinct architecture and a distinct downtown feel when walking along Park Street. Park Street and McKinley Square provide visitors with a unique display of architectural styles and materials. The statue of President William McKinley in the square is a product of the sculptor Augustus Lukeman, who is most known for the elaborate monument to the Confederacy in Georgia, Stone Mountain. When commissioned to create the statue of McKinley, Lukeman was well established as a sculptor, and had graduated from the National Academy of Design and the Ecole des Beaux Arts in Paris, and studied with Berkshire local Daniel Chester French, well known in his own respect for the famous rendition of Abraham Lincoln in place at the Lincoln Memorial in Washington, D.C.

The Summer Street Historic District, directly within the Route 116 Scenic Byway Corridor Area, also bears the influence of Adams growing wealth in the 19th and 20th centuries. The homes

⁹ Adams Historical Society Newsletter: April 1991, Vol. 18, No. 4

within the district are notable for their exemplification of Greek Revival, Late Victorian and Federal style architecture, some of which have been very well maintained. Adams can also lay claim to being both the birth place and stopover of national and international figures of notoriety. Jack ‘Legs’ Diamond is said to have hid out in an Adams bar after leaving the more direct Route 7 to avoid capture, and Leontine ‘Lona’ Cohen, a notorious Soviet spy, was born and raised on the corner of Glenn Street and Bellevue Lane to Polish immigrant parents. After moving to New York City as a teenager, Lona began to act as a courier, transmitting sensitive information from the Manhattan Project at Los Alamos to the Soviet consulate. While she and her husband moved to England, and ultimately to Russia, their arrest precipitated FBI visits to remaining family members in Adams. A famous play, *Pack of Lies*, was written about Lona and her husband Morris. The play received a Tony award, and also spurred a televised version. The story of Lona Cohen is somewhat of an outlier in the Polish-American community in Adams. In both World Wars, the group of Adams soldiers who fought and lost their lives were heavily represented by Polish-Americans, and different Polish social clubs have long been popular and active in the community. Polish mill workers, in the 19th and 20th centuries, were very active in advocating for better working conditions and workers’ rights.

While downtown Adams has been challenged by economic and population decline, the rural, natural features of the community were also experiencing change, the most notable of these being the summit of and area surrounding Mount Greylock.



A view of Mount Greylock just after crossing the Savoy/Cheshire town line.

While Mount Greylock and the Mount Greylock State Reservation are not directly within the Byway corridor, this prominent landscape and scenic feature is an important presence in the landscape and cultural history of Adams. Its distinctive peak, made all the more distinctive by the silhouette of the memorial tower visible on clear days, is a prominent visual presence along the Route 116 Scenic Byway.

Mount Greylock is 3,491 feet tall, making it the highest mountain in the state of Massachusetts. Bascom Lodge, at the summit, offers visitors interpretive programs geared towards the environment, culture and

sustainability. It also hosts events such as weddings and provides meals crafted with locally grown food. The Mount Greylock Scenic Byway consists of the roads that allow visitors auto access to the highest vista in the State. Today, the entire reservation and the summit are well managed and protected by the Commonwealth of Massachusetts, and dialogue concerning the larger Greylock Glenn area are ongoing. From the 18th century through the 20th century, there were active timber and agricultural interests on and around the mountain. Historic images show us a very different Mount Greylock than we know today, and it would be a mistake for visitors to

assume that the mountain is pristine wilderness. Its history is that of intensive use and management.

In the late 19th and early 20th centuries, stakeholders from Adams, North Adams and Williamstown (particularly Williams College) began to call for the permanent protection of the mountain. Over the years, Mount Greylock experienced various management regimes and permutations of management groups. In 1898, the State purchased and formed the Mount Greylock State Reservation. During the historic rain event and subsequent flooding of 1901, the mountain experienced a 1,500 foot landslide. In 1906, the mountain reservation was dedicated to John Bascom.



The Memorial Tower.

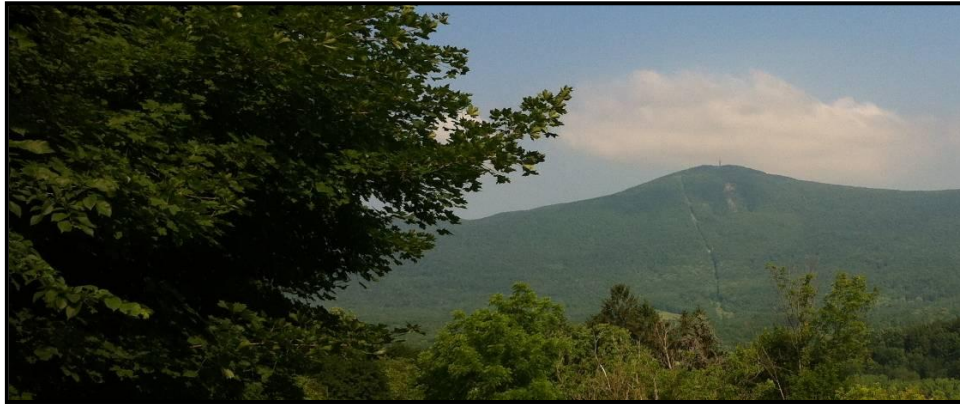


Bascom Lodge.

In 1931, construction began on the ninety-three foot tall Quincy granite memorial tower, which forms a distinct silhouette on its high peak. The Thunderbolt Ski Trail was cleared in 1934. The trail and many of the structures on Mount Greylock were built by the Civilian Conservation Corps (CCC) 107th Company, the civilian relief agency started by Franklin D. Roosevelt as part of his New Deal. The program ran from 1933 to 1943. The CCC helped build shelters, roads and trails on the mountain, including Bascom Lodge, a striking building in the Craftsmen style, with a low profile and integration into the summit contours and use of native materials. The Thunderbolt quickly became a world-class destination for skiers, and ‘snow trains’ ferried visitors from all over the Northeast to brave the expert ski trail with a maximum grade of 35 degrees; a length of 1.4 miles, and width varying from as narrow as 15 feet to 60 feet wide. There is now the Thunderbolt Ski Museum in Adams, at the Adams Visitors Center, and visitors annually trek to the bottom of the Thunderbolt to watch avid skiers traverse Greylock’s eastern face.

Notable is the management strategy of Bascom Lodge. Bascom Lodge is operated in a partnership between the

Massachusetts Department of Conservation and Recreation’s Historic Curatorship, which allows state owned historic properties to be rehabilitated, maintained and reused by independent parties for a long term-lease. Mount Greylock has long served to inspire many of the star literary figures who called the Berkshires home, including Herman Melville, Nathaniel Hawthorne and Henry David Thoreau, who visited the mountain. Herman Melville could see Mount Greylock from his home in Pittsfield, Arrowhead; it is thought to have partially evoked the character of Moby Dick; another book by Herman Mellville, *Pierre*, is dedicated to Mount Greylock.



A view of Mount Greylock from the section of the 116 Scenic Byway known locally as Orchard Street in Adams.

Significant Architecture and Special Places in Adams

Originally constructed in 1807, The Sayles Homestead was where the first Adams soldier killed in the Civil War grew up. The Sayles were a well known Adams family. The Grand Army of the Republic meeting hall in the library is named after Mr. Sayles. Only twenty when he died at the Battle of New Burn, North Carolina, in 1862, he is buried in the Maple Street Cemetery. The Sayles Homestead is located at 80 Orchard Street, along the Route 116 Scenic Byway. The Hale-Parker House, originally built in 1775 by Captain Barnet Hale, a Revolutionary War soldier, was once home to Orchard Farm, the likely source of the Orchard Street name. This old home has a gambrel roof and a preserved interior, with a setting amongst older trees and an old stone wall. A Civil War era burial ground is across the street. Local veterans still decorate it each Memorial Day.

The Hale-Parker House is located at 100 Orchard Street, directly along the Route 116 Scenic Byway. The Eleazer Brown House, also directly along the Route 116 Scenic Byway, at 135 Orchard Street, was home to one of the original Adams settlers—the Brown family. The Brown family arrived at East Hoosick in 1768 from Rhode Island. The home itself was built in 1778. From the home, the St. Stanislaus cemetery is visible.

The Edmund Jenks House located on Orchard Street was built in 1772, by another settler from Rhode Island. It has been noted as threatened by development by members of the Adams Historical Commission. The Jeremiah Bucklin House, on Bucklin Road, is still used as a farm after 200 years of operation. Jeremiah Bucklin was an early settler of Cheshire, and owned a considerable amount of land around Stafford Hill. His descendents were key characters in the early industrialization of Adams.

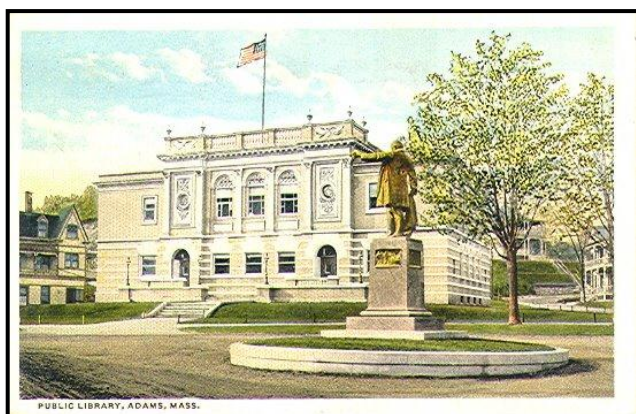
The Adams Free Library is an example of Georgian or Neoclassic architecture, and was constructed as a memorial to the Civil War. The building's cornerstone was laid by President

McKinley. The second floor of the library is home to a preserved Grand Army of the Republic (GAR) meeting hall, named the George E. Sayles Meeting Post. Some contemporary groups still use it for meetings.

Close to the Adams Free Library, visitors will find a statue of President McKinley, who was a good friend of the Plunkett brothers, influential figures in Adams industry. This statue was erected upon his assination to remember his influence on Adams industry and prosperity. Famed sculptor Augustus Lukeman completed the sculpture. This area is known as McKinley Square.

Another noted historic structure along East Street is the Adams Community Center, built in 1882 as part of noted industrialist James Renfrew's mansion, Bonnie Brae. Before becoming the Adams Community Center, Bonnie Brae was sold to the Roman Catholic Diocese of Springfield, who developed it into the Greylock Rest Sanitorium, run by the Sisters of Providence. It served as a retreat for nuns and priests. It also served as a boarding school, not becoming the community center until the late 1970s.

The St. Stanislaus Kostka Parish, built and consecrated in 1902, served the burgeoning Polish American community in Adams. The corresponding cemetery is directly on the Route 116 Byway. Both the exterior and interior of the church are striking and influenced largely by Polish and Polish American heritage and culture, including the stained glass windows which reference Polish political figures of the 19th and 20th centuries. In 2009, the Diocese of Springfield tried to close St. Stan's. Parishioners held vigil for 783 days, until the Diocese promised to keep the church open.



The Adams Free Library.



McKinley Square in Adams.

Historic Preservation Tools

Massachusetts Historical Commission "On the Road" Program

The Massachusetts Historical Commission conducts a program called "On the Road" which is designed to assist Local Historical Commissions and Local Historic District Commissions. The Massachusetts Historical Commission's Director of Local Government Programs is available to visit communities, discuss local historic preservation issues, and offer ways to resolve problems.

Local Historical Commissions

A Local Historical Commission is the municipal agency responsible for ensuring that preservation concerns are considered in community planning and development decisions. Local Historic Commissions are established by a vote of the town or city government. They serve as local preservation advocates and as an important resource for information about their community's cultural resources and preservation activities.

National Register of Historic Places Listing

The National Register of Historic Places documents and records the nation's important and irreplaceable buildings, sites, structures, objects, and districts worthy of protection. It is a listing of buildings, structures, sites, objects and districts significant in our nation's history, culture, architecture or archeology that are worthy of preservation. It is a federal designation, administered by the Secretary of the Interior through the Massachusetts Historical Commission as the State Historic Preservation office. Based on local and state surveys, nominations to the National Register are generally initiated by the local historical commission, which works with MHC staff to prepare the form. Nominations are then reviewed by the MHC State Review Board at a public meeting and forwarded to the Keeper of the National Register for approval.

Listing on the National Register of Historic Places recognizes the value of our nation's historical and cultural heritage and provides a basis for making informed planning and development decisions. A listing on the National Register generally places no constraints on what owners may do with their property when using private funding. The National Register is not a design review program; however, it does provide limited protection from state and federal actions. It is also an eligibility requirement for matching state and federal restoration and research grants, as well as certain federal tax benefits for certified rehabilitation projects.

State Register of Historic Places Listing

The State Register of Historic Places is a master list of designated historic properties in Massachusetts. It provides an added measure of protection to listed properties from state involved projects. Properties are listed on the State Register if they are: included in or determined eligible for listing in the National Register of Historic Places by the National Park Service; within local historic districts; local, state, and national landmarks; state archaeological landmarks; or properties with preservation restrictions. The State Register serves as a guide for developers and state agencies in order to determine whether a state funded, permitted, or licensed project will affect historic properties. The State Register review process ensures that listed properties will not inadvertently be harmed by activities supported by state agencies.

Local Historic Districts

A Local Historic District is established and administered by a community to protect the distinctive characteristics of important areas, and to encourage new designs that are compatible with the area's historic setting. Prior to the establishment of a local historic district, a District Study Committee is appointed to conduct a survey of the area and to prepare a preliminary report for local and state review. A final report is then submitted to the local governing body for approval of the local historic district ordinance or by-law. Once a local historic district is established, a Local Historic District Commission is appointed to review all applications for exterior changes to properties within the district. This design review process assures that changes to properties will not detract from the district's historic character. The review criteria are determined by each city and town and are specific to each local historic district.

Corridor Protection Overlay District

Corridor protection bylaws offer another method of protecting a transportation corridor from inappropriate development. These bylaws are often implemented as an overlay district.

Preservation Restrictions

Preservation Restrictions protect historic and archaeological properties from changes that may be inappropriate. A Preservation Restriction (easement) on a property restricts present and future owners from altering a specified portion of that building, structure, or site. A restriction can run for a few years or in perpetuity, and is included as part of the property deed. Preservation restrictions can be donated or purchased by a government body or private preservation organization and are enforced by the holder of the restriction.

Certified Local Government Program

The Certified Local Government Program is a unique partnership that provides a close integration of federal, state, and local preservation activities. Communities that have enacted a local historic district are eligible to apply to the Massachusetts Historical Commission for certification. By extending state and federal programs at the local level, the Certified Local Government program allows communities to participate directly in the review and approval of National Register nominations. Certified Local Governments are eligible to compete for at least 10 percent of the federal funds allocated to MHC.

Tax Credits**Federal Credits**

Under the Federal Rehabilitation Tax Incentive Program, owners of property that are listed on the National Register or are within a National Register Historic District may deduct 20% of the cost of a major restoration project on their taxes. Restoration must be significant, exceeding the greater of the adjusted basis of the buildings or \$5,000, and work can be phased over a five-year period when there are architect's drawing and specification prepared for the work. Restoration work must follow the Secretary of the Interior's Standards. The program is administered through the Massachusetts Historical Commission (MHC). A 10% tax credit is also available for buildings that are not listed in the National Register but were built before 1936.

Massachusetts Historic Rehabilitation Tax Credit

The Massachusetts Historic Rehabilitation Tax Credit is a pilot program that is administered by the Massachusetts Historical Commission. A certified rehabilitation project on an income-producing property is eligible to receive up to 20% of the cost of certified rehabilitation expenditures in state tax credits. There are restrictions, an annual cap, and selection criteria that ensure the funds are distributed to the projects that provide the most public benefit. The MHC certifies the projects and allocates available credits. There is \$50 million dollars currently available annually for certified rehabilitation projects, and the program is set to expire on December 31, 2017.

Grant Funding

Massachusetts Historical Commission Survey and Planning Grant Program

The goal of the Massachusetts Historical Commission's Survey and Planning Grant Program is to support efforts to identify and plan for the protection of the significant historic buildings, structures, archaeological sites and landscapes of the Commonwealth. The program is a federally funded, reimbursable, 50/50 matching grant program which supports historic preservation planning activities in communities throughout the state. Qualified applicants include all local historical commissions and local historic district commissions, Certified Local Governments, municipal planning and community development offices, regional planning agencies, state agencies, educational institutions, and private non-profit organizations. The types of projects eligible for funding include: the completion of cultural resource inventories; the nomination of significant properties to the National Register of Historic Places; the completion of community-wide preservation plans; and the completion of other types of studies, reports, publications and projects that relate to the identification and protection of significant historic properties and sites. Under federal law, MHC is required to pass through grant awards representing 10% of its total annual federal funding allocation to Certified Local Governments.

Massachusetts Preservation Projects Fund

Through the Massachusetts Preservation Projects Fund, state-funded 50% reimbursable matching grants are available to qualifying properties listed on the State Register to ensure their physical preservation. These funds are subject to availability through the State Budget process. When available, funding is available for the restoration, rehabilitation, stabilization, and documentation of historic and archaeological properties owned by municipalities or nonprofit organizations. The applicants also have the option of applying for up to 75% of the total project cost if they are willing to commit an additional 25% toward an endowment fund for long-range preservation and maintenance of the property. The types of projects funded under this program range from the acquisition of an endangered property, to the restoration of an historic building, to research projects such as historic structures reports, archaeological data recovery projects, or study of innovative preservation techniques.

The Community Preservation Act

The Community Preservation Act provides an opportunity for local communities to fund projects related to local historic sites. The Community Preservation Act is statewide enabling legislation to allow cities and towns a funding mechanism for historic preservation, open space and affordable housing projects. All of the decisions related to this program are local. Communities

must vote by ballot to adopt the Community Preservation Act. Once adopted the local legislatures must appoint a committee to develop plans for the use of the funds. These plans are subject to local comment and approval. If residents do not feel the Community Preservation Act is working as they expected, they can repeal it. “The acquisition and preservation of historic buildings and landscapes” is one of the three core community concerns that the funding from the Community Preservation Act can be used to address. A minimum of 10% of the annual revenues of the fund must be used for each of the three core community concerns. The remaining 70% can be allocated for any combination of the allowed uses, or for land for recreational use. This gives each community the opportunity to determine its priorities, plan for its future, and have the funds to make those plans happen.

Issues and Recommendations

Issues

- Not all of the Towns in the Byway Corridor have active Historical Commissions.
- At least five (5) towns in the Byway Corridor have “outstanding survey needs,” according to the Massachusetts Historical Commission. This means a town wide inventory of historic resources has not been completed, or the existing inventory is out of date.
- Information available on Massachusetts Historical Commission’s (MHC) Massachusetts Cultural Resource Information System (MACRIS) is incomplete and/or out-of-date for several Byway towns.
- None of the Towns in the Byway Corridor have a Demolition Delay ordinance in place; many lack sufficient historic preservation bylaws to help preserve historic resources.
- Not all Towns have properties listed in the National Register of Historic Places. Some have properties determined eligible for listing, but no nomination has been completed.
- There is a lack of coordination between regional level historic preservation planning activities and those occurring on the town level.
- There are limited preservation programs and financial assistance available to help private for-profit business owners maintain or restore their historic properties, and limited awareness of programs, like tax credits, that are available to eligible properties.
- Many of the historically important locations along the Byway lack historic markers.
- There are no signs, tourist, or mapping programs that highlight and promote the Byway, its history, and its communities.
- Some historic resources are in need of maintenance to increase their attractiveness to tourists.

Recommendations

- Install markers or signs for individual structures of historic significance along the corridor such as bridges, houses, and cemeteries, to increase awareness of the history of the Byway. Markers and signs should be uniform to allow for consistency throughout the Byway corridor.
- Develop a historic driving tours booklet or map for the Byway which provides information on individual sites along the way and tells the story of the Byway.

- Integrate historic information on the Route 116 Scenic Byway into the materials and website that are being developed for the Western Massachusetts Scenic Byway Marketing Project.
- Coordinate information on the history of the Route 116 Scenic Byway with information that is distributed to visitors through the existing visitor's centers in Greenfield, at Historic Deerfield and in Adams.
- Work to protect and preserve important archeological sites along the Byway.
- Assist private owners to secure grant funding, tax incentive and other financial benefits for historic preservation.
- Work with willing property owners to identify significant historic structures and develop plans to assist in their restoration and/or preservation.
- Work with willing Towns to implement appropriate historic preservation bylaws into town ordinances.
- Encourage the inclusion of demolition delay ordinances to help protect threatened historic resources.
- Support the implementation of preservation restrictions or conservation restriction on historically significant structures along the Byway.
- Encourage the development of new and the support of existing local Historical Commissions.
- Encourage local town Historic Commissions to seek grant funding or volunteer assistance to complete or update MHC inventory forms for historic resources on the Byway with the intension of submission to the MHC for inclusion in the MACRIS system.
- Identify potential National Historic District nominees and develop the information needed for nomination packets, and/or seek funding needed to complete nomination paperwork.
- Assist willing property owners to seek grant funding to complete the National Register nomination packets for properties that are worthy of recommendation.
- Encourage local historical commissions to alert and educate property owners to the federal and state tax credits that are available for restoration work that occurs on income-producing properties listed in the State and National Register of Historic Places.
- Integrate ongoing regional historic preservation planning efforts with local efforts such as the regional sustainability plans currently being completed by BRPC, FRCOG and PVPC. As the plan moves into its implementation phase, local efforts must be coordinated with regional priorities, and regional efforts with local priorities in the realm of historic preservation.
- Facilitate an educational meeting for the Massachusetts Historical Commission "On the Road" program to provide information to Byway communities about tools and methods for preserving their historic resources.