

TOWN OF ASHLAND

**COMMUNITYWIDE
HISTORIC PROPERTIES
SURVEY**

FINAL REPORT

SUBMITTED TO

**ASHLAND HISTORICAL COMMISSION
TOWN OF ASHLAND, MASSACHUSETTS**

**KATHLEEN KELLY BROOMER
ARCHITECTURAL HISTORIAN
PRESERVATION CONSULTANT
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ABSTRACT

The Ashland Historical Commission received a Survey & Planning matching grant from the Massachusetts Historical Commission (MHC) to conduct an intensive survey of historic resources in the town and identify resources that are potentially eligible for the National Register of Historic Places. The survey project documented historically and architecturally significant buildings, structures, objects, and landscapes constructed in Ashland by ca. 1960. Two (2) MHC area inventory forms, 117 building inventory forms, two (2) burial ground/cemetery forms, and one (1) landscape form were prepared, recording approximately 171 historic resources in Ashland. A large-scale base map of Ashland was prepared, showing areas and individual properties inventoried during the survey project. The Survey Final Report includes a description of survey methodology, an alphabetical index of inventoried areas, a National Register of Historic Places context statement with recommendations for National Register listings, a list of further study recommendations, and a bibliography.

Historic resources recorded in the survey will be included in the Inventory of Historic and Archaeological Assets of the Commonwealth, maintained by the MHC. Photocopies of all inventory forms and the final report are available locally, at the Ashland Public Library, 66 Front Street, and the Ashland Historical Society (the Ocean House), 2 Myrtle Street.

Members of the Ashland Historical Commission
during the 2009-2010 survey grant project

Malcolm Cheever
Julie Nardone
Elizabeth Whitham
Trevor Whitham
Robert Winterhalter
Edward A. Maguire, Chairman

With the assistance of

Cynthia Cook Winterhalter
Lynne Fielding, GISP
and
Ashland Historical Society

METHODOLOGY

SURVEY OBJECTIVES

The town of Ashland, by and through the Ashland Historical Commission, received a Survey & Planning grant from the Massachusetts Historical Commission (MHC) to conduct the Ashland historic properties survey. In the course of administering the town's demolition review bylaw and other preservation planning activities in the community, the Ashland Historical Commission, with the encouragement of Ashland's Inspector of Buildings and the Town Planner, determined that updating and expansion of the town's thirty-year-old historic properties inventory was critical to future planning efforts. A survey project would also establish priorities for further preservation planning in Ashland. The town of Ashland has adopted the Community Preservation Act, and local Community Preservation funds provided the town's matching share of the project budget.

Approximately 171 areas, buildings, objects, cemeteries, and landscapes were recorded on MHC inventory forms in accordance with the survey methodology of the MHC. National Register of Historic Places criteria were applied to all resources inventoried. A list of properties recommended for nomination to the National Register was prepared.

The Town of Ashland hired architectural historian and preservation consultant Kathleen Kelly Broomer to conduct the survey. Members of the Ashland Historical Commission, Edward A. Maguire, Chairman, reviewed work products with assistance from Cynthia Cook Winterhalter, an Ashland historian and former curator of the Ashland Historical Society. Lynne Fielding, GISP, produced the Geographic Information System (GIS) survey base map on behalf of the Town of Ashland planning department. The survey project concluded in June 2010.

ASSESSMENT OF PREVIOUS RESEARCH

Prior to the grant survey project, Ashland had about seventy-nine (79) individual resources in the statewide historic properties inventory, according to the MACRIS (Massachusetts Cultural Resource Information System) database maintained by the MHC. These resources represent a broad range of construction dates, from 1740 to 1940, and include not only buildings but a cemetery, historic markers and memorials, railroad bridges, and dams and structures associated with the water supply system of metropolitan Boston.

Members of the Ashland Historical Commission prepared the town's earliest inventory forms in the 1970s. In 1978, the Metropolitan Area Planning Council (MAPC) filed with the MHC reconnaissance-level forms for the Central Fire Station, Pittaway School, the Public Library, and the former Boston & Albany train station on Homer Avenue near Main Street. Some of the 1970s inventory forms reflect the MHC survey methodology in effect at the time, while others (the MAPC forms) were intended to record the existence of the resources but lack architectural descriptions or historical narratives. Limited documentation of historic resources in Ashland through the 1980s included bridges recorded by staff of the Massachusetts Highway Department, and components of the metropolitan Boston water supply system, recorded in the study that preceded the National Register thematic nomination in 1990.

More than half of the buildings in Ashland's existing inventory were documented in 1994-1996 during a multiple-town survey of cultural resources along the right-of-way of the Worcester Commuter Rail Extension. These resources are located on High Street, Pleasant Street, Cherry Street, Tilton Avenue, Homer Avenue, Fountain Street, Union Street, and Waverly Street. Selection of these resources for documentation in 1994-1996 was dictated by their proximity to the railroad tracks.

CRITERIA FOR SELECTING PROPERTIES FOR SURVEY

The survey grant project targeted historic resources that were not included within the boundaries of existing historic districts or otherwise listed in the National Register of Historic Places. Historic components of the Ashland Reservoir and Hopkinton Reservoir were listed in the National Register in 1990 as part of a larger thematic nomination for the metropolitan Boston water system. In addition, Town Hall was listed in the National Register in 2004.

A reconnaissance survey of Ashland revealed different types of historic development:

- ❑ clusters of historic development displaying a high level of architectural integrity with little infill construction;
- ❑ clusters of historic development displaying a high level of integrity with some infill construction, such as the town center area of commercial, institutional, industrial, and residential buildings;
- ❑ areas characterized by largely residential historic streetscapes;
- ❑ scattered historic farmsteads retaining some agricultural or wooded settings;
- ❑ scattered historic farm houses now in suburban settings on major routes;
- ❑ noteworthy buildings located outside the clusters and streetscapes above; and
- ❑ non-building resources, such as cemeteries and parks.

Constraints of time and budget on the survey project dictated a prioritized approach to addressing survey needs. The survey sought to record both unique and representative examples of different types of historic development in Ashland in place by ca. 1960. General criteria for selecting resources for documentation included:

- ❑ uniqueness in Ashland;
- ❑ good example of a particular building type or architectural style;
- ❑ prominence in the landscape;
- ❑ good example of historic development patterns (in areas of mixed historic and contemporary [post-1960] development); and/or

- association with important events or personalities.

In general, historic buildings retaining a high degree of architectural integrity were a high priority for documentation on MHC inventory forms. Degree of alteration was a factor in selecting resources for documentation. Buildings identified by the Ashland Historical Commission as endangered were a high priority for survey.

The priorities of the Ashland Historical Commission guided the selection of areas and individual resources for survey. It became clear in the early stages of the project that a substantial number of buildings at the town center merit documentation in the town's inventory. Commission members indicated a strong preference for having the survey extend to all sections of the town rather than limit the survey to the town center. As a result, major historic buildings at the town center were selected for documentation in this project, with the expectation that additional buildings would be recommended for further study. Separate lists of historic resources were developed concurrently during Phase II to identify resources that would be documented in the grant project or targeted for further study. The Ashland Historical Commission approved the list of properties selected for survey in the grant project.

It was anticipated that most historic resources to be recorded with MHC inventory forms would be residential buildings associated with the town's agrarian or industrial history or with early 20th-century suburban development. Municipal, private institutional, and commercial (including industrial) buildings also would be recorded, as well as cemeteries and one park. Resources observed in the field were generally in good condition.

SURVEY PROCEDURES

RESEARCH PROCESS

Historic atlases and maps, including bird's-eye views and Sanborn fire insurance maps, together with Ashland resident and business directories, town histories, and town reports were the principal sources for research on properties documented with MHC inventory forms. The research collections of the Ashland Historical Society, including the vertical files at the society's headquarters and the histories posted on the society's web site, provide a wealth of information. The Historical Society's genealogy card file was particularly helpful, filed by name and incorporating transcribed vital records data, as well as obituaries and other newspaper clippings. Specific collections used in Ashland and elsewhere are cited on the appropriate inventory forms. In addition, local historian Cynthia Cook Winterhalter supplied a number of research papers and notes that informed the narratives on the inventory forms and National Register context, as cited in the corresponding bibliographies.

In general, research focused on establishing actual or estimated construction dates; names and occupations of property owners and/or occupants; and the role of the owners/occupants in the community. Estimates of construction dates were guided by the clearest documentary evidence located during the survey process. These estimates were made conservatively, with the expectation that earlier construction dates may be pinpointed in the future with additional property-specific research. In the absence of local building permits or records of service connections to the municipal water supply before the 1950s, much of the data relating to building construction dates was drawn from sources listed on the inventory forms, sometimes in

combination with an evaluation of a building's architectural style. It should be noted that the town's tax valuation records from the 1930s onward are available at the Ashland Historical Society. These records, an avenue for further research, provide names and addresses of property owners and list the amount of real estate tax paid, though do not include descriptions of buildings or acreage owned.

Constraints of time and budget in a survey grant project often preclude deed research. Per MHC survey methodology, deeds normally are not consulted in a communitywide comprehensive survey project, as the task of researching titles is very time-consuming relative to the amount of information obtained for each property. In the Ashland survey, limited research was undertaken at the Middlesex County South Registry of Deeds in Cambridge for certain 20th-century properties that post-date the last townwide atlas, published in 1908. In other instances, online deed research through the Registry's web site (www.cambridgedeeds.com), which provides access to deeds recorded from 1974 to the present, yielded information on the pre-1960 history of some properties that was incorporated into the inventory forms. When deed research would help to clarify the history of a particular property, a recommendation for future deed research was noted on the corresponding inventory form. Photocopies of land surveys obtained at the Registry have been submitted to the Ashland Historical Commission with the survey final products.

Federal census records, available online, as well as the Massachusetts Vital Records online database of the New England Historic Genealogical Society, were consulted on a limited basis to develop more information about the history of an inventoried property. Further research in these sources can be expected to yield additional property-specific information. Census records are most useful only after the names of building owners or occupants are established through map research or, if necessary, deed research. Once names are established, town directories (organized alphabetically) also provided readily accessible information on owners and occupants for the large number of properties targeted for documentation in the survey.

Upon its incorporation in 1846, Ashland comprised territory from three towns, with approximately 43% of its acreage from Framingham (inc. 1700) on the north, 36% from Hopkinton (inc. 1717) on the southwest, and 21% from Holliston (inc. 1724) on the southeast. The boundaries of the three towns met immediately southeast of the present town center, where Cold Spring Brook flows into the Sudbury River. Buildings at the town center that pre-date the incorporation of Ashland were part of the village formerly known as Unionville in the northeast corner of Hopkinton. Research of pre-1846 resources in Ashland presented some challenges, as buildings of the Colonial, Federal, and Early Industrial periods would possess historical associations with one of the three parent towns, depending on the location of the resource in Ashland. Research of the pre-1846 history of these parent towns was limited to historic maps, vital records, and published town histories.

RECORDING OF RESOURCES

Survey products were prepared according to MHC survey standards. Most historic resources were recorded individually, using MHC building inventory forms (Form B), burial ground/cemetery forms (Form E), or the park/landscape form (Form H). Two historic industrial complexes were recorded with MHC area forms (Form A). In addition to the architectural descriptions, historical narratives, location maps, and bibliographies seen on the inventory forms for individual resources, area forms include data sheets that record MHC inventory number,

historic name, street address, architectural style, and approximate date of construction for all buildings in the inventoried area.

Color digital images accompanying the inventory forms vary with the type of form prepared. Forms for individual resources include exterior views of the building, cemetery, or landscape as seen from the public way. For area forms, photographs of street views and representative buildings were provided. The MHC requests that images be inserted into the form documents, with original photograph prints submitted for the first digital image shown on each inventory form (*i.e.*, the view that appears on the inventory form cover sheet). Photograph prints were produced using MHC-approved papers and inks.

Completed inventory forms were lettered and/or numbered according to the recommendations of the MACRIS staff of the MHC. A street index, incorporated herein, provides a list of inventoried resources, with their assigned MHC inventory letters (for areas) or numbers (for individual resources). The town's FY2010 zoning and tax parcel atlas, available for viewing online, provided information on lot lines, building footprints, street addresses, and parcel numbers; excerpts of this map were incorporated into the inventory forms as the location maps. Inventoried resources were mapped by letter or number on a large-scale base map of the town, generated by Lynne Fielding, GISP, on behalf of the town's Planning Department.

The National Register evaluation context for Ashland, covering the late 17th century up to ca. 1960, is incorporated herein. As a planning document, the context establishes a framework for understanding the relative significance of the resources inventoried. The narrative is not intended to be the definitive history of Ashland during the target period, but summarizes, briefly, historic trends in the town's development for local and state planning purposes. National Register of Historic Places criteria were applied to each property inventoried, and criteria statement forms were completed for those properties recommended as eligible for the National Register. A list of properties recommended for National Register listing is included in this report.

One original set of the survey documentation has been submitted to the MHC, and another has been submitted to the Ashland Historical Commission, to be made available for public inspection in the Town of Ashland. In addition to paper copies of this report, the inventory forms, and the base map, electronic copies of the report, inventory forms, and digital photographs have been submitted as well.

ACCOMPLISHMENTS AND ASSESSMENT OF SURVEY RESULTS

The goals of the survey, as outlined in the Scope of Work, have been accomplished. MHC inventory forms were produced for two (2) areas, 117 buildings, two (2) cemeteries, and one (1) landscape, recording approximately 171 historic resources in Ashland. The total number of historic resources recorded exceeded the 125 properties projected in the Scope of Work, due in part to the high number of intact historic outbuildings present on properties selected for documentation.

Certain limitations are inherent in a communitywide comprehensive survey of this nature. The survey products are town planning documents, designed to be amended and updated in the future as the need arises. For many historic properties in Ashland, basic historical information has been gathered and combined with architectural analysis for the first time. Additional facts about the inventoried properties may be added at any time, using inventory form continuation

sheets. Since constraints of time and budget permitted the documentation of only a small percentage of Ashland's noteworthy historic resources, suggestions for additional survey work are listed in **FURTHER STUDY RECOMMENDATIONS**.

Aside from a difference in the number of properties documented, the survey results did not differ significantly from the expectations developed in Phase I of the project in terms of the location, concentration, and condition of historic resources in the town.

INDEX OF PROPERTIES SURVEYED

The following areas and individual properties were inventoried during the survey project. MHC area code letters or inventory numbers not included here have already been assigned to other historic resources in Ashland by the MHC. A list of all properties in Ashland inventoried through June 2010 will be available through the MHC website (www.sec.state.ma.us/mhc). The MHC expects to make the Ashland inventory forms and photographs available online as well.

HISTORIC NAME	STREET NO.	STREET NAME	MHC #
Dwight Printing-Lombard Governor Company Plant Area			ASL.D
Buildings #s 2/3	10	Main Street	ASL.200
Building #1	30	Main Street	ASL.201
Buildings #s 4/5	40	Main Street	ASL.202
Building #6	50	Main Street	ASL.203
Warren Telechron Company Plant Area			ASL.E
Building #3	150	Homer Avenue	ASL.47
Building #4	150-200	Homer Avenue	ASL.206
Building #1	200	Homer Avenue	ASL.204
Building #2	200	Homer Avenue	ASL.205
Balcom Shop	29	Alden Street	ASL.65
George T. Higley House	87	Alden Street	ASL.66
Wenzel-Higley House	75	Cedar Street	ASL.67
Central School	75	Central Street	ASL.19
Ferdenzi House	6	Cherry Street	ASL.55
Holbrook House	49-57	Cherry Street	ASL.63
Wildwood Cemetery	76	Chestnut Street	ASL.802, 919, 199
Yeager-Warren Farm	433	Chestnut Street	ASL.68, 69
Eames-Warren House	529-531	Chestnut Street	ASL.70-73, 915
Homer Loring House	579	Chestnut Street	ASL.74
Horace H. Piper House	65	Concord Street	ASL.75
Spooner House	126	Concord Street	ASL.76
Norton-Pratt House	147-149	Concord Street	ASL.77
Carter-Stevens House	148	Concord Street	ASL.78
HISTORIC NAME	STREET NO.	STREET NAME	MHC #
	178	Concord Street	ASL.79

Sumner Hayden House	181	Concord Street	ASL.80, 81
	74-77	Cordaville Road	ASL.82
James Brewer House	83	Cordaville Road	ASL.83, 84
Alvin Claflin House	89	Cordaville Road	ASL.85-87
	94	Cordaville Road	ASL.88, 89
Henry L. Keens House	124	Cordaville Road	ASL.90
Bigelow House	164	Cordaville Road	ASL.91
	181	Cross Street	ASL.92
Royal Grout House	158	East Union Street	ASL.93
	178	East Union Street	ASL.94, 95
	22	Eliot Street	ASL.96
Andrew Allard House	86	Eliot Street	ASL.97
Castagnetti House	165	Eliot Street	ASL.98
Capt. Ezra Eames House	188	Eliot Street	ASL.99
	378	Eliot Street	ASL.100-102
	420	Eliot Street	ASL.103
St. Cecilia's Rectory	54	Esty Street	ASL.104, 105
C. H. Tilton & Co. Duplex	5-7	Forest Avenue	ASL.106
C. H. Tilton & Co. Duplex	9-13	Forest Avenue	ASL.107
Fay-Ward House	34	Fountain Street	ASL.46
Anthony J. Cunis House	38	Fountain Street	ASL.108
Fay-Murray Cottage	46	Fountain Street	ASL.109
Goodnow-Adams House	56	Fountain Street	ASL.110
William Ockington House	62	Fountain Street	ASL.111, 112
James Greenwood House	70	Fountain Street	ASL.113, 114
Charles Foster House	80	Fountain Street	ASL.115
Colburn-Bullard House	87	Fountain Street	ASL.116
Santo Romeo House	100	Fountain Street	ASL.117
Alpheus D. Knowles House	116	Fountain Street	ASL.118
Henry Cutler House	136	Fountain Street	ASL.119
Cutler Mansion	171	Fountain Street	ASL.120
Willard P. Gerrish House	73	Frankland Road	ASL.121, 916
Wiggins Block	44	Front Street	ASL.122, 123
Greenwood Block	54 (aka 48)	Front Street	ASL.124
Ashland Public Library	66	Front Street	ASL.18, 917
HISTORIC NAME	STREET NO.	STREET NAME	MHC #
Holliston Town Farm	56	Fruit Street	ASL.125

Metcalf-Cloyes-Clapp House	2-4	High Street	ASL.44
Burnham-Chickering House	65	High Street	ASL.14, 126
	106	High Street	ASL.127
Josiah Burnham House	111	High Street	ASL.13, 128
	114	High Street	ASL.129
	117	High Street	ASL.130
	135	High Street	ASL.131
Eugene L. Clark House	159	High Street	ASL.132, 133
Charles Daniels House	191	High Street	ASL.16, 134
Ransford L. Smith House	22	High Street Extension	ASL.135
Boston & Albany Railroad Station	20	Homer Avenue	ASL.117
	3	Howe Street	ASL.136
Edwin Perry House	73-75	Main Street	ASL.137
Brick Store	98-100	Main Street	ASL.3
James Jackson House	117-119	Main Street	ASL.5
Federated Church of Ashland	118	Main Street	ASL.6
Village Burial Ground	behind 118	Main Street	ASL.803
Central Fire Station	151	Main Street	ASL.20, 918
Ashland News Store	159	Main Street	ASL.8
Stone Barn	175	Main Street	ASL.138
Railroad House (Stone Inn)	179	Main Street	ASL.9
	298	Main Street	ASL.139
Franklin Enslin House	325	Main Street	ASL.140
	332	Main Street	ASL.141
Fenwal, Inc.	400	Main Street	ASL.142
U. S. Color & Chemical Co.	160	Megunko Road	ASL.143
Ocean House (Hist. Society)	2	Myrtle Street	ASL.12, 144
Isaac Mellen House	58	Myrtle Street	ASL.145
Thorstein Durmer House	120	Myrtle Street	ASL.146
Jones-Acton House	163	Myrtle Street	ASL.147
Hayden-Bigford-Rice House	233	Myrtle Street	ASL.148-150
	254	Myrtle Street	ASL.151
	183	Oak Street	ASL.152
Otis Cole House	9	Olive Street	ASL.153
Everett Morey House	73	Olive Street	ASL.154
Belknap House	194	Olive Street	ASL.155
HISTORIC NAME	STREET NO.	STREET NAME	MHC #
Ezra B. Rockwood House	226	Olive Street	ASL.156-158

Clinton B. Wilbur House	8	Orchard Road	ASL.159
	64	Oregon Road	ASL.160
	73	Oregon Road	ASL.161
	87	Oregon Road	ASL.162, 163
Oregon Club	117	Oregon Road	ASL.164, 165
	151	Oregon Road	ASL.166
Stone Park		Park Road	ASL.920
	32	Pleasant Street	ASL.167
Marconi's Restaurant	12	Pond Street	ASL.168
Reginald R. Jones House	19	Pond Street	ASL.169
Harold C. Butterfield House	166	Pond Street	ASL.170
Ashland Water Pumping Station	20	Ponderosa Road	ASL.171
	2	Prospect Street	ASL.172
Whittemore-Schube House	50	Prospect Street	ASL.173, 174
Kairit Farm	142	Prospect Street	ASL.175-177
	8	Rodman Road	ASL.178
Wenzel-Thayer Livery Stable	19	Summer Street	ASL.179
	178	Union Street	ASL.180
Henry H. Tyler House	192	Union Street	ASL.181
George Stone House	206-208	Union Street	ASL.182
John O'Connor House	274	Union Street	ASL.183, 184
Grieshaber House	325-327	Union Street	ASL.185, 186
Jones-Pott House	340	Union Street	ASL.187, 188
	348	Union Street	ASL.189
Kadra Farm	61	Waverly Street	ASL.190
John and Anna Eames House	15	West Union Street	ASL.191
Roderick M. Mitchell House	33	West Union Street	ASL.192
Eames-Olson House	59	West Union Street	ASL.193-195
Medbury-Enslin House	81	West Union Street	ASL.15
Valentine House	133	West Union Street	ASL.196, 207
James Wilson, Jr. House	96	Winter Street	ASL.197
Cricket Farm	198	Winter Street	ASL.198

NATIONAL REGISTER OF HISTORIC PLACES CONTEXT

OVERVIEW

Ashland is a historic industrial community on the Sudbury River at the western edge of greater Boston. Early inhabitants were part of a native praying town, present from 1659 to ca. 1675 near Magunko Hill. Extant Colonial and Federal-period development, consisting largely of mid- to late 18th century farm houses, represents fringe settlement associated with one of Ashland's three parent towns: Framingham (incorporated in 1700), Hopkinton (1715), and Holliston (1724). A late Federal-period industrial village, surrounding a cotton-cloth mill at the present town center, expanded further with the opening of the railroad from Boston in 1834, yielding brick blocks, a meetinghouse, and burial ground. The area saw considerable growth during the Early Industrial period, with expansion of industry and commerce, particularly gristmills, sawmills, paper mills, and an emery mill on water privileges, and boot and shoemaking. This growth led to the incorporation of Unionville (Ashland) in 1846. Taking of the Sudbury River for the metropolitan Boston water supply system and construction of three reservoirs wholly or partly in Ashland from the 1870s to 1894 significantly curtailed industrial opportunities and concomitant development. The business connections of Henry Ellis Warren brought recovery in the 20th century, with the establishment in Ashland of separate companies devoted to the manufacture of hydraulic wheel governors for water turbines, electric clocks, and heat-control devices, respectively. These industries sustained renewed residential, commercial, and municipal development through the post-World War II era.

FIRST SETTLEMENT PERIOD (1620-CA. 1675)

Magunkaguog (now known locally as Magunko or Megunko) was a settlement of Nipmuk natives established in 1659 on the Sudbury River, between Cold Spring Brook on the east and Magunko Hill on the west. Modeled after the parent community at (South) Natick, the settlement was the last of the original seven praying towns established by the Rev. John Eliot, and part of an attempt to acculturate natives to European standards. Eleven families (fifty-five residents total) were present in 1674. The settlement was abandoned following the execution of some natives in connection with the events of King Philip's War.

The local economy during this period was based on subsistence agriculture with grazing and some lumbering. Native trails through the regional were the basis of later primary roadways, most notably the Connecticut Path or Bay Path, which crossed Cold Spring Brook at Pout Rock (1917, MHC #904) off south Main Street.

COLONIAL PERIOD (CA. 1675-1775)

Ashland's colonial history has been documented in detail; see survey bibliography. For preservation planning purposes, this narrative is limited to settlement and road construction associated with extant historic resources. Ashland's three parent towns – Framingham, Hopkinton, and Holliston – were incorporated during the first quarter of the 18th century. The area now known as Ashland was roughly four miles distant from the centers of each of the three parent towns. While the Sudbury River separated Framingham from Hopkinton, and Cold Spring Brook divided Hopkinton from Holliston, the boundary between Holliston and

Framingham was less clearly defined by natural features. The present northeast end of Ashland, in the vicinity of East Union Street and the northern end of Cedar Street, was part of Framingham, while most of the southeast end of Ashland was part of Holliston. Separate population figures for the sections that would become Ashland are not available for this period; an estimated two dozen families resided here by 1776.

Savil Simpson (d. 1725) of Boston, a cordwainer, acquired property in 1687 from the estate of Col. William Crowne and reportedly built the first dwelling (demolished) within the present boundaries of Ashland. Simpson's farm was situated southwest of the confluence of the Sudbury River and Cold Spring Brook, in the vicinity of Union Street west of the Warren Telechron Clock Company plant, 150-200 Homer Avenue (MHC Area E). In 1706, Simpson acquired additional property and water privileges on the north side of the river, where he established a gristmill, sawmill, and fulling mill.

Simpson's farm and mills became a destination for the earliest Colonial-period roads through the area. Fountain Street, laid out by the town of Framingham in 1709, passed from the Simpson place northeasterly to the Framingham meetinghouse. In 1725, the town of Hopkinton laid out a road from the Simpson place southwesterly to the Hopkinton meetinghouse, passing over the present Union Street, West Union Street, and Frankland Road in Ashland. A bridge over the Sudbury River, connecting the Framingham and Hopkinton roads through the Simpson farm, was built in 1729.

Other through-routes were laid out west and east of the Simpson place through the mid-18th century. The town of Hopkinton laid out Olive Street, beginning at the main road (West Union Street) at the southern end of Magunko Hill; Howe Street along Indian Brook from the Sudbury River to the Hopkinton meetinghouse; and High Street over Magunko Hill. The principal route from Framingham south to Holliston followed Higley Road (laid out in 1744 as Park Street) to Cedar Street. The Mendon Road (ca. 1750, MHC #914) from Framingham crossed the Connecticut Path at a cave known as Devil's Den, east of the present Wildwood Cemetery on Chestnut Street.

In 1734, Col. John Jones, a son-in-law of Savil Simpson, developed the waterpower on the Sudbury River at top of the present Main Street with a gristmill, sawmill, and fulling mill. The Jones family built the Ocean House, 2 Myrtle Street (1748, MHC #12) next to the mills. They expanded the house ca. 1763 and occupied the building through the end of the 19th century. A former private burial ground associated with Simpson descendants contains the graves of Col. John Jones and his son, Col. John Jones, Jr., as well as five soldiers who served in the Revolution. The Old Revolutionary Burying Ground, Union Street (1771, MHC #801), was deeded to the town of Ashland in 1852.

Other Colonial-period development survives in scattered locations. The oldest dwellings on Fountain Street are the James Greenwood House, 70 Fountain Street (ca. 1768, MHC #113) and the Cutler Mansion (William Ballord House), 171 Fountain Street (third quarter 18th century, MHC #120). At 73 Frankland Road (ca. 1905, MHC #121), the existing house is the third on the site, situated at the top of a terraced landscape that dates to 1749, when the original house was built for Sir Henry Frankland. The Josiah Burnham House, 111 High Street (ca. 1740, MHC #13) is the oldest identified dwelling on Magunko Hill. On the Holliston road is the Wenzel-Higley House, 75 Cedar Street (ca. 1760, MHC #67), a Colonial dwelling expanded in the Federal period.

The circumstances of Colonial-period settlement in the Hopkinton section of what is now Ashland differed from settlement in other sections. Settlement in Hopkinton was closely aligned with the Charity of Edward Hopkins trust. Established through the legacy of Edward Hopkins (d. 1657), the trust benefitted Harvard College by enabling the college to acquire title to land in Hopkinton and establish leaseholds to generate income. Leases began in 1719. The lease system was abolished in 1832, with the respective leaseholders assuming title to the property they occupied.

FEDERAL PERIOD (CA. 1775-1830)

Ashland's development during the Federal period consisted largely of scattered farmsteads on colonial roads in Framingham, Hopkinton, and Holliston, as well as small mill sites on the Sudbury River or its tributary brooks. Separate population figures for the territory that would become Ashland in 1846 are not available. Extant Federal-period dwellings associated with Hopkinton include the Tombs-Eames house later occupied by Everett Morey, 73 Olive Street (ca. 1783, MHC #154); the Valentine Estate, 133 West Union Street (pre-1783, MHC #196); the Josiah Cloyes House, 2-4 High Street (1792, MHC #44); the Burnham-Chickering House, 65 High Street (ca. 1826, MHC #14); and the Charles Daniels House, 191 High Street (ca. 1826, MHC #16). The Eames family occupied the extant dwellings of this period associated with Holliston. They include the Capt. Ezra Eames House, 188 Eliot Street (fourth quarter 18th century, MHC #99) and the Capt. Aaron Eames House, which became by ca. 1830 the Holliston Town Farm, 56 Fruit Street (ca. 1781, MHC #125, see also Early Industrial period below). Also associated with Holliston was the Eames-Warren House, 529-531 Chestnut Street (ca. 1800, MHC #70), occupied as a two-family house before the end of the Federal period by the daughters of William Eames and their families.

The James Wilson, Jr. House, 96 Winter Street (fourth quarter 18th century, MHC #197), and the dwelling at 3 Howe Street (late 18th century, MHC #136) were located in Framingham, connected by the roadway laid out in 1768 as Winter Street. The principal route through what is now the northern part of Ashland, Winter Street opened up for settlement the area previously known as the Common district in southwest Framingham. The Common had been part of Thomas Danforth's plantation and was reserved to provide wood and pasturage for his tenant farmers (see above). The original path of Winter Street followed Myrtle Street at the Framingham town line, then Winter Street and Cordaville Road as far west as Howe Street. In 1774, Framingham built a short road connecting Winter Street (Cordaville Road) over the Sudbury River to meet Howe Street (1726), built by Hopkinton. Cordaville Road was established in the second half of the 20th century.

A village developed slowly in the first quarter of the 19th century around manufacturing interests operating in the vicinity of Myrtle Street and Main Street at the Sudbury River. The town of Framingham laid out Myrtle Street in 1781, from the gristmill of John Jones, Jr., adjacent to his residence at the Ocean House, 2 Myrtle Street (1748, see above), northward through Framingham. In 1811, Middlesex Manufacturing Company, formed by Samuel Valentine, Jr., Aaron Eames, Elias Grout, Fisher Metcalf, and others, acquired a site immediately to the south, for the purpose of building a mill for weaving cotton cloth. Construction was delayed by the War of 1812, and cotton-cloth operations reportedly moved into a four-story wood-frame factory built by ca. 1816. This factory was purchased by Boston parties in 1827 and incorporated in 1828 as the Middlesex Union Factory Company. James Jackson, the mill superintendent from ca. 1825

onward, lived at the Ocean House before moving into the dwelling vacated by James McIntire, pastor of the Congregational church (see below). Through the cooperation of local mill owners, Chapel Hall (1828, demolished) was built on the site of the present Town Hall, 101 Main Street (see below). Though Chapel Hall was privately owned, the building housed a schoolroom on the first floor and meeting hall on the second.

In 1824, Samuel Slater, Joseph Valentine, John J. Clark, and others formed the Central Turnpike corporation for the purpose of building a toll road from the Worcester Turnpike in Needham (now Wellesley) through Natick and Framingham to the meetinghouse in Hopkinton. Construction of the turnpike apparently did not begin until 1828, and the toll road operated until 1835, by which time the Boston & Worcester Railroad had opened to the north. Much of this route is now known as State Route 135, with the exception of Waverly Street, a late 19th-century roadway. Entering the present territory of Ashland, the Central Turnpike came over the hill from Framingham, in the vicinity of the Ashland street known as Old Central Turnpike, merging with Union Street at a point in the vicinity of the present East Union Street, which was not built until 1845.

Other notable Federal-period industrial activity occurred on the Sudbury River, within the boundaries of Framingham. West of the developing village, David Bigelow and his brothers established a paper mill in 1818; the house at 164 Cordaville Road (ca. 1820, MHC #91) was associated with the paper mill operations. East of the village, Richard Sears built a sawmill in 1816 on the site of the iron foundry operated by his father-in-law, Gilbert Marshall. Calvin Bigelow added a gristmill here in 1818; during the Early Industrial period, the mill operations were associated with the Cutler family (see below). At the lower mill dam, Calvin Shepard & Son manufactured newsprint paper beginning in 1828; this site was later acquired by Charles Alden (see below). The presence of the mills east of the village generated further settlement of Fountain Street, including the Fay-Ward House, 34 Fountain Street (ca. 1820s, MHC #46), probably built by Alexander Clark, who established his blacksmith shop near Shepard's paper mill.

EARLY INDUSTRIAL PERIOD (CA. 1830-1870)

At the beginning of the Early Industrial period, the Middlesex Union Factory Company's cotton mill continued to be the principal employer at the village that came to be known as Unionville, though no more than twelve to fifteen dwellings were located there. A major impetus for growth at Unionville was the opening of the Boston & Worcester Railroad and the arrival of the first train in the village on 20 September 1834. The event was commemorated over a century later in a mural painted in the U. S. Post Office, 205 Main Street (1939-1940, MHC #21). Unionville's location on the main line between Boston and Worcester (Boston and Albany after 1867) made the village more attractive to business, which soon expanded beyond the Middlesex Union factory complex. Farms near the railroad crossing, including those of Capt. John Stone, James Jackson, and Michael Homer, were subdivided for development. Stone built the Railroad House (later Ashland Hotel), 179 Main Street (1834, MHC #9) directly across the street from the railroad station, and initially resided there before building a separate residence behind the hotel. In the years before Ashland's incorporation, the second story in one of the hotel wings was sometimes used as a hall for public meetings. Jackson's house, 117-119 Main Street (ca. 1836, MHC #5), had been built as the residence of James McIntire, pastor of the Congregational church from 1836 to 1838. This residence was close to the Middlesex Union factory, where Jackson served as superintendent and later substantially the owner before selling the business in 1852. William Jennison built the Brick Store, 98-100 Main Street (ca. 1836, MHC #3), as a general store adjacent to the mill complex. The population was sufficient to support construction of a Congregational church, the Union Evangelical Society Church, 118 Main Street (now the Federated Church of Ashland, 1835-1836, MHC #6).

Unionville was incorporated as a town on 16 March 1846 from parts of Framingham, Hopkinton, and Holliston. The new town encompassed thirteen square miles, with 8,311 acres of land area, 43% of which came from Framingham, 36% from Hopkinton, and 21% from Holliston. Of the population of about 1,100 inhabitants, 63% were previously Hopkinton residents, 28% were from Framingham, and 9% were from Holliston. In addition to farming, business activity in Ashland included two paper mills, one cotton factory, two grist and saw mills, three stores, one lumber yard, one sash and blind factory, and several boot and shoe factories. The petition for incorporation noted:

This territory is mostly a plain, surrounded by hills, and the inhabitants are so separated by these natural barriers, from the centre of their several towns, as to make arduous and difficult the intercourse between them. . . . The inhabitants are minorities in the towns to which they now belong, and their influence thus, in a great measure, fails to accomplish their wishes, in carrying out measures adapted to promote their interest. . . . The incorporation would enable the inhabitants to promote their common interests, and that at a less expense to themselves than now.

Incorporation followed nine years of work by James Jackson and others to establish Unionville as a separate town. Jackson reportedly proposed that Unionville be renamed Ashland after the Kentucky estate of statesman Henry Clay. Clay, who was a proponent of industry, had been a candidate for the United States presidency in 1844. The incorporation placed the Holliston Town Farm, 56 Fruit Street (ca. 1781, MHC #125), within the boundaries of Ashland, leading to an agreement that the town of Holliston would not have to pay property taxes to Ashland as long

as Holliston retained ownership and continued the Poor Farm. This provision was annulled at Ashland's request in 1848. The only change in Ashland's boundaries since the incorporation occurred in 1853, when some Ashland territory in the western part of town was transferred to Hopkinton.

The Italianate-style Town Hall, 101 Main Street (1854-1855, Edwin Payson, archt., MHC #4, NR 2004) was the first municipal building constructed by the new town, and opened on the site previously occupied by Chapel Hall. The building served multiple purposes during the Early Industrial period as a meeting hall, engine room for fire-fighting apparatus, jail, and schoolrooms. Though the Holliston Town Farm continued to operate within Ashland's boundaries, the town of Ashland was obliged to establish its own Town Farm for Ashland's poor, purchasing the Thomas Fiske farm in 1859 before selling the property in 1865 and acquiring the Elias Grout House and farm on Cedar Street (demolished).

Ashland's population increased to 1,304 persons by 1850, with further increases to 1,554 in 1860, and an estimated 2,186 in 1870. Those residents in 1850 who were not born in the United States came from Ireland, England, Scotland, Wales, or Canada (including Nova Scotia). Baptist (1843), Methodist (1850-52), and Roman Catholic (1858) worship all commenced in Ashland during the Early Industrial period, with some early meetings or services being held at Chapel Hall and others in private homes.

All three town-owned cemeteries in Ashland either came into town ownership or were established during the Early Industrial period. The First Parish Burial Ground or Village Burial Ground, 118 rear Main Street (MHC #803), was established in 1836 behind the newly completed Congregational church at 118 Main Street (now the Federated Church of Ashland, see above). Cemetery ownership was transferred to the town of Ashland in 1850. Two years later, John Stone deeded the Simpson-Jones family burial ground, known as the Revolutionary or Old Burying Ground, Union Street (1771, MHC #801, see above) to the town. These small burial grounds, totaling approximately two acres, did not meet the needs of the growing town, leading to the establishment of a committee in 1869 to identify a suitable spot for a new town cemetery outside the village. The town of Ashland purchased twenty-three wooded acres on high ground at the junction of the Sudbury River and Cold Spring Brook for Wildwood Cemetery, 76 Chestnut Street (MHC #802), which was dedicated 24 June 1870. The new cemetery had a commanding view of the village and a direct vehicular connection with the completion of Homer Avenue in 1870 after the cemetery opened.

The village emerged as a boot and shoe center in the 1840s and 1850s, particularly after the Middlesex Union cotton factory burned in 1854. The Ashland News Store, 159 Main Street (ca. 1835, MHC #8) and Wiggins Block, 44 Front Street (ca. 1850, MHC #122) are important for their associations with boot manufacturing. Charles Henry Tilton started manufacturing boots and shoes in 1850 on Pleasant Street and remained in business until the 1880s. Tilton, who eventually owned one hundred acres, laid out streets, planted fruit and shade trees, and reportedly built forty dwellings. Many of these buildings, in the Pleasant Street area, have yet to be inventoried. The Wenzel-Thayer Livery Stable, 19 Summer Street (1861, MHC #179) is a utilitarian building in the village that reflects the need for livery services associated with Ashland's hotels during the period.

Another industrialist, Charles Alden (1819-1888), moved to Ashland in 1856 and purchased the former Shepard Paper Mill on the Sudbury River east of the village, where he opened a mill for

manufacturing emery, used in grinding as well as for polishing metal. Having won the sole right to import stone from Smyrna gave Alden a monopoly on emery production, and his success in the business enabled him to amass considerable acreage on the south side of the village. He subdivided this acreage in the late 1860s and early 1870s for house lots, financing the construction of approximately forty-five 2½-story, gable-front houses on Alden Street, which opened in 1868, and Homer Avenue, which opened in 1870. This housing encompassed one-quarter of the total number of dwellings in Ashland at that time. Alden also established his estate (demolished, see [Warren Telechron Clock Company, 150-200 Homer Avenue, MHC Area E](#)) in this area, and sold twenty-three acres farther to the south to the town of Ashland in 1869 for Wildwood Cemetery (see above). Further survey is needed to confirm the houses associated with Alden's development activity. Alden left Ashland in 1879, the sites of his Washington Mills Emery Manufacturing Company, Vitrified Wheel and Emery Company, and a subsequent emery mill at the Cutler grain mill all having been taken by eminent domain for the construction of the metropolitan Boston water supply system (see Late Industrial Period below).

The pace of the post-Civil War building boom in Ashland accelerated further when Dwight Printing Company began construction of a complex of mansard-roofed granite mills at [10-60 Main Street](#) (MHC Area D), the former site of the cotton mill. At least six mill buildings were projected, though only four were completed by 1870; two and a portion of a third survive. Dwight Printing Company was organized in 1868 for the bleaching, dyeing, and printing of cotton cloth. Jordan, Marsh & Co., the Boston department store concern established in 1851 by Eben Dyer Jordan, was one of the original three-stockholders; the Dwight company would be processing cloth for the department store. Granite for the mills came from a twenty-four-acre quarry between Winter and Myrtle Streets. Ten wood-frame double houses were constructed for worker housing on Granite Street (now Raymond Marchetti Way) north of the mill buildings. The Dwight company suspended its construction activities circa 1871, and the failure of the business to open brought a sudden halt to the building boom in Ashland.

In addition to the new residential streets at the village opened by Charles Alden, Charles H. Tilton, and the Dwight Printing Company, other residential development during the Early Industrial period occurred on established routes. Fine examples of residences from this period with late Federal or Greek Revival-style detailing include three houses on West Union Street. [The John and Anna Eames House, 15 West Union Street](#) (ca. 1830, MHC #191), is a brick block that bears a strong resemblance to the [James Jackson House, 117-119 Main Street](#) (see above) and may have the same builder. Wood-frame houses retaining a high degree of integrity are the [Eames-Olson House, 59 West Union Street](#) (ca. 1830, MHC #193), and the [Medbury-Enslin House, 81 West Union Street](#) (ca. 1830-1850, MHC #15). Other side-gable farmhouses that appear to date to this period include the [Ransford L. Smith House, 22 High Street Extension](#) (ca. 1840s, MHC #135). Olive Street retains two important houses from the Early Industrial period: the farmhouse at [Glean Maura Farm, 226 Olive Street](#) (ca. 1839, MHC #156), with its side-gable massing and twin chimneys behind the roof ridge, and the [Otis Cole House, 9 Olive Street](#) (ca. 1850, MHC #153), a gable-front dwelling that retains some of the best Greek Revival-style detailing of any house in Ashland. Other 2½-story dwellings notable for their Greek Revival ornament include the [Royal Grout House, 158 East Union Street](#) (1847, MHC #93), significant for its pedimented gable façade; the [George and Henry Cutler House, 136 Fountain Street](#) (1850, MHC #119); and the [Andrew Allard House, 86 Eliot Street](#) (ca. 1850, MHC #97).

During the Early Industrial period, an increasing number of houses were oriented with their

gabled ends to the street. The Jones-Potts House, 340 Union Street (ca. 1850, MHC #187), appears to be the earliest example of the gabled “Ashland brick” houses oriented in this way. A large number of 1½-story gable-front cottages were built on established routes, particularly on Fountain Street, including the William Ockington House, 62 Fountain Street (1839, MHC #111); the Charles Foster House, 80 Fountain Street (ca. 1850, MHC #115); and the Goodnow-Adams House, 56 Fountain Street (ca. 1850, MHC #110). Other examples of gable-front cottages that are noteworthy for their detailing include 206-208 Union Street (third quarter 19th century, MHC #182) and 233 Myrtle Street (ca. 1870, MHC #148).

Aside from Town Hall, Ashland has comparatively few examples of the Italianate style; most buildings with bracketed cornices and paneled corner pilasters – important character-defining features of the Italianate – also display later ornament that conveys a Victorian eclectic appearance overall. A side-gable dwelling is 348 Union Street (ca. 1870, MHC #189), and a cross-gable dwelling, with later modifications, is 332 Main Street (ca. 1870, MHC #141). Stone Barn, 175 Main Street (ca. 1870, MHC #138) is one of the town’s most highly ornamented buildings of the period, surviving from the Stone family estate at the town center.

While much of Ashland’s development during the Early Industrial period occurred at the town center and on Colonial- and Federal-period roads, a new section opened for development was the so-called Oregon district, formerly part of the Common district in southwest Framingham. Oregon Road opened in 1831 as a segment of a county road from Framingham west to Southborough. The Oregon Road area remained isolated from other development to the south until 1848, when the new town of Ashland laid out Oak Street, the principal north-south route that connected Winter Street (at the section now known as Cordaville Road) with Oregon Road and continued northerly to the Worcester Turnpike (now Route 9) and the village of Fayville, both located in Southborough. Like other outlying routes in Ashland, Oregon Road was a location of farms and limited boot and shoe-making in homes. Extant dwellings that appear to have been present by the end of the Early Industrial period are the cape at 73 Oregon Road (ca. 1817[?], MHC #161) and the 2½-story house at 151 Oregon Road (third quarter 19th century, MHC #166).

LATE INDUSTRIAL PERIOD (CA. 1870-1915)

Ashland’s population during the Late Industrial period peaked in 1885, with 2,633 persons, and dropped 42% to its lowest point in 1900, with 1,525 persons. By 1915, Ashland’s population was 2,005 persons. During this period, Ashland drew foreign-born residents from a wider, according to federal census records. In 1870, most Ashland residents who were born outside the United States came from Ireland, Canada (including Nova Scotia, Newfoundland, and New Brunswick), England, and Scotland, as well as a small group who identified their homelands as Austria, Prussia, Baden, or Bavaria. In 1900, natives of Ireland, Canada, England, Scotland, and Germany were still present in Ashland, along with individuals from Sweden, Italy, France, Turkey, and Russia.

Ashland began this period in the midst of a building boom, driven by speculative development in anticipation of the opening of Dwight Printing Company on Main Street (see Early Industrial period, above). Boots and shoes continued to be the mainstay of the local economy, with production moving into large-scale manufacturing. About 1870, Charles H. Tilton enlarged a shoe shop across Pleasant Street from his residence, building a substantial mansard-roofed, wood-frame factory (demolished) that remained a major industrial plant in Ashland until the

second half of the 20th century. Though most of the dwellings built by Tilton in the area have yet to be identified, the double houses at 5-7 Forest Avenue (early 1870s, MHC # 106) and 9-13 Forest Avenue (early 1870s, MHC #107) are associated with Tilton. In 1875, the value of boots and shoes produced in Ashland was \$698,000. The industry employed 245 males and 32 females, with invested capital of \$210,000. Houghton, Coolidge & Company acquired the Tilton factory for one of its locations in 1885; the 1890 Ashland directory indicates a significant number of town residents were employed there. The only extant building from this period constructed for use as a shoe factory and identified during the survey was the Josiah Balcom Shop, 29 Alden Street (1886, MHC #65).

The Late Industrial period brought tremendous change to Ashland with the seizure of the Sudbury River for the metropolitan Boston water supply system and construction of three reservoirs wholly or partly in the town. An act of legislature on 8 April 1872 allowed the city of Boston to take the waters of the river and land acreage necessary in Ashland and adjacent towns to expand its water supply. The river was taken on 21 January 1875, with land seizures occurring over the next two years. In 1878, the Boston Water Board dammed the river in Framingham, approximately one-half mile from the Ashland line, and constructed a storage basin known as Reservoir No. 2, largely situated in Ashland. The reservoir flooded one hundred acres in Ashland between Fountain Street and Union Street, including mill locations in the eastern part of town: Cutler's mill and grain elevator off Fountain Street, the Vitrified Wheel and Emery Works (demolished 1877), and the Washington Mills Emery Company (sold to Boston in 1877, mill burned 1878). Waverly Street was built south of the basin as a new route connecting Union Street in Ashland with South Framingham. A second reservoir, constructed from 1881 to 1885 in the valley of Cold Spring Brook, claimed 167 acres in Ashland. This basin, known as Reservoir No. 4, is located between Chestnut Street and Olive Street. Water-related construction continued from 1891 to 1894 with a dam across Indian Brook, leading to the creation of Reservoir No. 6 (Hopkinton Reservoir), partly in Ashland.

There was disagreement as to whether the seizure of the Sudbury River for the purpose of supplying water to Boston precipitated or followed the decision of Dwight Printing Company to suspend construction of its granite mills on Main Street (see 10-60 Main Street, Area D) and not open the business. The Boston water board maintained that the company depleted its financial resources before the rights to the river were taken. There was consensus, however, that the bleaching and dyeing operations of Dwight Printing Company would have polluted the water. Some of the Dwight mills remained vacant for many years. In 1880, Warren Thread Company leased one of the mills and began manufacturing spooled thread.

While the industries on the river east of the town center were lost to the construction of Reservoir No. 2, some industries operating west of the town center continued to thrive in the last quarter of the 19th century. Steam power was used to supplement waterpower, which was insufficient in the summer months. On a riverfront site at the extreme western end of Pleasant Street about one mile west of the town center, Alvah Metcalf constructed a new mill in 1870 for the manufacture of boot boxes, on a site formerly occupied by a sashes and blinds factory. The box business had annual production valued at \$7,800 circa 1880, and circa 1890 used two million feet of boards in its production. Near the Southborough town line, Charles T. Aldrich and Moses Taft operated the Chattanooga Woolen Mills, with annual production valued at \$75,000 in 1880. The mill employed about seventy-five operatives in 1890. This area, on Cordaville Road west of Howe Street and Thomas Street, was known as Chattanooga in the late 19th century. In between these two water privileges, the Bigelow paper mill site (see 164 Cordaville Road, MHC

#91) was idle after the mill burned in 1868 and industrial interests there were abandoned.

Through transportation improvements during the period, Ashland acquired wider connections by railroad and, later in the 19th century, electric streetcar. In 1872, the Hopkinton Branch Railroad opened from the Boston & Albany main line in Ashland, around Magunko Hill to Milford, where it connected with the Milford & Woonsocket. This line passed through farms on West Union Street, crossing the road at the Valentine House, 133 West Union Street (late 18th century, MHC #196), heading southwest, where the railroad right-of-way then crossed Olive Street approximately in the area of the present Cheryl Lane, en route to Hopkinton. The South Middlesex Street Railway extended from Natick to Framingham in 1893, and then to Hopkinton, where it met the Westborough & Hopkinton line in 1901, connecting to Worcester. This later became the Middlesex & Boston Street Railway and serviced the town center at Ashland, following Waverly Street to Union Street, Homer Avenue, Summer Street, and West Union Street. A second streetcar line, the Milford, Holliston & Framingham Street Railway, opened down Pond Street (the Holliston Road) in 1898, starting from South Framingham and serving Waushakum Park, Whitneys, and East Holliston. By the early 20th century, the former picnic grove at Waushakum Park was subdivided for residential development, with inventoried houses in the adjacent area including 19 Pond Street (ca. 1904-1908, MHC #169) and 8 Rodman Street (ca. 1908-1912, MHC #178).

Two railroad-related buildings are known to survive in Ashland, both associated with the Boston & Albany main line at the town center. The Boston & Albany Railroad – Ashland Station, 20 Homer Avenue (1887, MHC #17, Shepley Rutan & Coolidge, archt.) is one of four surviving Richardsonian Romanesque stations on the main line west of Boston. A wood-frame, Stick-style signal tower (ca. 1875, MHC #199) was moved ca. 1950 from the station area to Wildwood Cemetery, 76 Chestnut Street (MHC #802), where the building is used for storage.

General expansion of municipal services during the Late Industrial period mirrored boom periods in Ashland's growth. In 1871, the town purchased a steam fire engine and constructed an engine house on Main Street at Front Street (demolished ca. 1929). Two years later, the Board of Fire Engineers was formed and a Chief Engineer designated. Previously, the town's fire department had been a volunteer organization. Ashland established a public library in 1881, originally housed at Town Hall (see above), and moved in 1904 to the new Georgian Revival-style Ashland Public Library, 66 Front Street (1903-1904, MHC #18, Eugene L. Clark, archt.), construction of which was funded in part with a \$10,000 gift from philanthropist Andrew Carnegie. A town lighting system was installed in 1889, powered by Framingham Electric Company. Ashland established a joint school district with Hopkinton, building its first High School building (1890, demolished) on Central Street, and moving toward a system of centralized grammar schools rather than the district school system of previous eras. In 1907, the town accepted a gift of land from the estate of Napoleon B. Stone to create Stone Park, Park Road (1910-1911, MHC #920), the first sizable tract of municipal open space at the town center. Finally, in 1908 the legislature authorized Ashland to establish a municipal water system, beginning in 1911 and including construction of the town's first Water Pumping Station, Ponderosa Road (1911, MHC #171).

As other provisions were made for the care of a town's poor, the two poor farms in Ashland were sold during the Late Industrial period. The Holliston Town Farm, 56 Fruit Street (ca. 1781, MHC #125), which had operated within the boundaries of Ashland for over forty years (see Early Industrial period above), was sold in 1892 and converted to private residential use. The

Ashland Town Farm on Cedar Street (demolished) was closed and sold in 1914.

Further development of the town's private institutions also occurred during this period. The Roman Catholic mission church of St. Cecilia (1874-1883, demolished) was built on Esty Street, establishing a focus for Roman Catholic activities in Ashland that is maintained today. Though the original church was replaced in 1963 with a new church on the opposite side of Esty Street, the Colonial Revival-style St. Cecelia Rectory, 54 Esty Street (1890, MHC #104) survives. In 1903, the Baptist congregation built its third church on Summer Street (demolished) following a fire that had destroyed the previous building. The Ashland Historical Society incorporated on 29 May 1909, holding meetings first in the Greenwood Block, 54 Front Street (1882, MHC #124), then occupying basement space at the Ashland Public Library, where the organization remained until 1991. The Greenwood Block is significant architecturally as the best example of Panel Brick design in Ashland.

Steady population growth in Ashland after 1900 can be attributed to the introduction of new industries that became major employers in the Ashland area through the 20th century. In 1904, Lombard Governor Company (organized in 1894 to manufacture hydraulic speed governors for water turbines) moved from Boston to occupy the Dwight company's granite mills at 10-60 Main Street (MHC Area D). Henry Ellis Warren, who became a noted inventor, businessman, and prominent civic leader in Ashland in the first half of the 20th century, was superintendent of Lombard Governor at the time of the move to Ashland. He subsequently organized the Warren Clock Company in 1912, which moved from a barn (MHC #69) on property he owned at 433 Chestnut Street (ca. 1850, MHC #68) to space over the Lombard Governor foundry on Main Street. Ultimately, the company became known as the Warren Telechron Clock Company, with a substantial plant constructed at 150-200 Homer Avenue (see Early Modern period).

Other businesses important in Ashland after 1900 include Perini & Sons, builders, and Moshier Brothers, manufacturers of extracts and baking powder. Bonfiglio Perini, who emigrated in 1885 from Italy to the United States, formed a construction company in Ashland in 1900, building trolley lines, highways, and bridges. The company was incorporated in 1918 as B. Perini & Sons, and headed by Louis Perini beginning in 1924. Perini & Sons built a number of gambrel-roofed houses on Pleasant Street for company workers (see 191 through 273 Pleasant Street, MHC #s 27-38). The company headquarters moved to Framingham in 1931. On Alden Street, E. F. Moshier and his brother, both of Hopkinton, took over the former Balcom shoe shop, 29 Alden Street (1886, MHC #65) in 1909 to produce extracts and baking powder.

The Boston Marathon, first run in 1896, originally started in Ashland. Metcalf's Box Mill, at the end of Pleasant Street near the present intersection with Cordaville Road, was the first starting point. The start of the race remained in this general location until 1913, when it was moved to Hopkinton and run through Ashland via West Union Street, Union Street, and Waverly Street (now Route 135).

A range of house forms and architectural styles were present in Ashland during the Late Industrial period. The extent to which duplexes (two-family dwellings) were built as mill worker housing is a subject that merits additional research. Comparatively few examples of this house type survive, aside from the 2½-story duplexes on Granite Street (now Raymond Marchetti Way, see above), a pair of Forest Avenue duplexes (see above), and some duplexes in the Tilton Avenue – Cherry Street Worker Housing Area (MHC Area C). Most duplexes appear to be in the Pleasant Street area generally. Single-family, gable-front cottages were common as a late

19th-century house type for individuals of modest means, with examples on Cordaville Road, Prospect Street, and the Pond Street area at Waushakum (see above). Ashland has few mansard-roof dwellings, perhaps the result of economic decline at a time when such roofs were most popular. The most detailed 2½-story mansard dwelling documented during this survey is 32 Pleasant Street (ca. 1870, MHC #167). The Grieshaber House, 325-327 Union Street (ca. 1870, MHC #185); 148 Concord Street (ca. 1875, MHC #78), 126 Concord Street (ca. 1875, MHC #76), and the George T. Higley House, 87 Alden Street (ca. 1875, MHC #66), are mansard-roof cottages in the Second Empire style or Victorian eclectic mode. A good example of a larger Victorian eclectic house in the village is the John O'Connor House, 274 Union Street (ca. 1870-1875, MHC #183), with its Stick-style detailing. A well preserved farmhouse from the outlying sections of the town is 22 Eliot Street (third quarter 19th century, MHC #96).

Among the large houses built after 1900, the Henry L. Keens House, 124 Cordaville Road (ca. 1905, MHC #90), is highly unusual for its brick and stone detailing. Early 20th-century residential development on Burnham Hill, associated with the subdivision of a farm there by Albert C. Whittemore, led to the construction of at least three houses: a gambrel-roofed, Colonial Revival with stone chimney at 114 High Street (ca. 1906, MHC #129); a large Craftsman-style bungalow at 106 High Street (ca. 1906, MHC #127); and a side-gable Colonial Revival with overhanging eaves at 135 High Street (ca. 1914-1916, MHC #131). Another gambrel-roofed, wood shingle and stone Colonial Revival is the Edmund Stone House, 178 Concord Street (ca. 1910?, MHC #79).

The Craftsman style, characterized by overhanging eaves and exposed rafters and suitable for both houses and outbuildings, became increasingly popular in the second decade of the 20th century. Both a Craftsman house and garage survive at 87 Oregon Road (ca. 1910, MHC #s 162 and 163). Another garage in the style at 89 Cordaville Road (early 20th century, MHC #85 and 86) is perhaps the best preserved, early 20th century garage building in Ashland. Other architecturally significant outbuildings from the early 20th-century in Ashland are a shingle-and-fieldstone bar (MHC #176) and another stone outbuilding (MHC #177), situated at the former farm of Gustav Kairit at 142 Prospect Street (MHC #175).

EARLY MODERN PERIOD (CA. 1915-1940)

Ashland's population increased 30% from 1915 (2,005 persons) to 1940 (2,608 persons). In 1930, the town's population was 2,397 persons. According to that year's census, the most recent federal census currently available to researchers, at least 156 heads of household in Ashland were born outside the United States, with the most born in Italy (49 heads of household), Canada/Nova Scotia (38), Sweden (19), England (18), Ireland (12), Syria (10), and Russia or Poland (4 each). In addition, there was at least one head of household from each of the following countries: Austria, Norway, Czechoslovakia, Hungary, Turkey, Latvia, Lithuania, and Australia.

Significant changes occurred in transportation in Ashland after World War I. Passenger service on the Hopkinton Branch Railroad between Ashland and Milford ended in 1920; the tracks through the southwest section of Ashland were removed in 1940. In 1923, the Middlesex & Boston Street Railway abandoned its service beyond Hopkinton but converted some of its line to busses. The bus service was eliminated by the end of the decade. Ashland continued to be served by the main line of the Boston & Albany Railroad (part of New York Central after 1900), providing commuter service to Boston.

Most of the industries established or expanded in Ashland during the Early Modern period remained major employers in the area through the 20th century. Larger operations were concentrated on Main Street, Pleasant Street, and Homer Avenue, while smaller industries operated in outlying locations, principally close to the town center. Warren Telechron Company, formerly known as Warren Clock Company, built a Moderne-style plant at 150-200 Homer Avenue (MHC Area E). From twenty employees in 1916, the firm grew to 150 employees in 1927 (when the construction began on the Homer Avenue plant), and 250 by 1930. The Angier Corporation, manufacturer of waterproof paper products, lost its Main Street mill buildings to fire in 1922, and subsequently moved to Framingham, allowing for the expansion of Lombard Governor at the Main Street location (10-60 Main Street, MHC Area D) for the construction of marine and stationary Diesel type oil-burning engines. The company employed 200 operatives, mostly skilled mechanics, by 1930.

Companies new to Ashland during the period include U. S. Color and Chemical Company, based in Boston, which started construction on its Ashland plant in 1917 and employed over 100 in the manufacture of dyestuffs and intermediates from coal tar. Only the laboratory building, at 160 Megunko Road (1919-1921, MHC #143), survives at the site that later became known as New England Aniline Works, Inc., and still later as Nyanza. The Charles A. Cook Company, from Cambridge, occupied the former Tilton boot and shoe factory on Pleasant Street in 1928, employing fifty in the manufacture of office and Windsor chairs. Ten years later, Fenwal, Inc., manufacturers of heat-control devices (“thermo-switches”) and fire detector devices, relocated from Danvers to the former Tilton-Cook plant, constructing its own complex during the Modern period (see below) in the Leland Avenue vicinity.

Among Ashland’s smaller industries, Moshier Brothers continued during the period to employ about twenty people in the manufacturing of extracts and baking powder at 29 Alden Street (1886, MHC #65). On Front Street, H. R. Chadbourne employed about twenty-five people at Waban Webbing Company, manufacturing webbing straps. E. F. Weaver organized Colonial Lacquer and Chemical Company in 1935 for the manufacture of paint. The company plant (ca. 1937) survives, vacant, at 409 Eliot Street near the Sherborn town line.

In institutional developments, some consolidation of the town’s Protestant churches occurred in 1919, when the Federated Church was formed. To conserve fuel in an era of war-related fuel shortages, Ashland’s Congregational, Baptist, and Methodist denominations began holding a combined Sunday service, ultimately at the Congregational Church, 118 Main Street (1835-1836, MHC #6). The churches retained their respective statements of belief and their relationships with their respective denominations. The Methodist church on Alden Street was demolished in 1924, though the Baptist church on Summer Street (now demolished) continued to be used for church-related activities until its sale to the American Legion in 1961.

The town constructed two important buildings at the town center, both in the Classical Revival style: Central Fire Station, 151 Main Street (1929, MHC #20, Stebbins & Watkins, archt.), and Central School (now Pittaway Elementary School), 75 Central Street (1928-1929, MHC #19, Frank Irving Cooper Corporation, archt.). Other significant changes at the town center during the Early Modern period included the loss of the Grand Army of the Republic building to fire (1931), and construction of the Moderne-style U. S. Post Office, 205 Main Street (1939-1940, MHC #21, Louis A. Simon, archt.). The post office includes a mural by Saul Berman (1941) depicting the arrival of the railroad in Ashland.

In residential developments, a trend continued whereby residents of advanced age sold their farms and moved into the village, as the town center was known. In other instances, Ashland residences, particularly on Fountain Street and Chestnut Street, were used as summer estates for owners who spent the winter months in Boston or Brookline. New residential construction during the period largely took the form of bungalows, with examples on Pleasant Street, Union Street, Cordaville Road, Myrtle Street, and Fountain Street. Real estate developer William J. Bell constructed Craftsman-style bungalows on Fountain Street as well as at Bellview Heights. The Colonial Revival-style bungalow at 298 Main Street (ca. 1933, MHC #139) reportedly is an example of the Sears Roebuck & Co. mail-order dwellings, shipped in pieces by rail and assembled on-site. The Harold C. Butterfield House, 166 Pond Street (ca. 1933, MHC #170) is a remnant of early 20th-century cottage development on Pond Street before the introduction of large-scale commercial construction (see below). Larger dwellings of the Early Modern period include the Clinton Wilbur House, 8 Orchard Road (ca. 1923, MHC #159), a fine example of a Colonial Revival-style house on Burnham Hill. Also dating to this period is the Homer Loring House, 579 Chestnut Street (1925, MHC #74). This Craftsman-style stone dwelling, built to replace an earlier dwelling destroyed by fire, represents estate construction in the Chestnut Street area, with significant acreage under the ownership of Loring or his immediate neighbor to the north, Henry Ellis Warren.

Some residential buildings in Ashland were converted to restaurant use during this period. In the mid-1930s, Giuseppe Briasco converted the house at 117 Oregon Road (ca. 1900?, MHC #164) into a supper club still known today as the Oregon Club. The building reportedly was a speakeasy during the Prohibition era. Also in the 1930s, the Rotelli family converted a portion of their home on Pond Street to restaurant use. Known as Marconi's, the restaurant was destroyed by fire in 1956 and subsequently rebuilt at 12 Pond Street (1956, MHC #168, see below).

MODERN PERIOD (CA. 1940-1960)

Further research is needed on Ashland's development during this period. A chart published in the 1942 town history provided additional information on Ashland residents, current to 1941 (all figures are approximate): 750 families, 625 people associated with the Catholic church, 515 people associated with the Federated church, five Jewish families, and 688 houses.

The town had eleven manufacturing establishments in 1941, employing 1,777 people. Of this amount, 1,625 were employed at the three largest factories. These three were likely the Lombard Governor Corporation, 10-60 Main Street (see above); Warren Telechron Clock Company, 150-200 Homer Avenue (see above); and Fenwal, Inc., 400 Main Street (1962, MHC #142, see also above). Fenwal employed 500-600 people, mostly women, during World War II. Construction of an industrial complex for Fenwal during the post-World War II era was a major development in Ashland. Fenwal began building in the Leland Avenue area, off Main Street, in the early 1950s, opening a Research & Development plant at 56 Leland Avenue in 1954. The centerpiece of Fenwal's manufacturing complex is the Contemporary-style building across the street, known as 400 Main Street, constructed as the Engineering & Production Plant and first occupied in August 1962.

In other commercial developments, the B & M (Bayer and Mingola) Quarry, supplier of crushed stone, opened at 71 Spring Street in 1948. This quarry, later known as Trimount Quarry, then Aggregate Industries, is the only operating quarry remaining in Ashland. Also in 1948, General Motors built an assembly plant in Framingham, on the former airfield near the Ashland town line; this plant was a major employer in the Framingham area. After fire destroyed Marconi's Restaurant in 1956, the Rotelli family constructed a new restaurant, at 12 Pond Street (1956, MHC #168), which is the best example of mid-20th century Contemporary-style construction observed in Ashland. Shopping centers, catering to the auto-borne consumer, began to be constructed on the Pond Street (Route 126) corridor and the Union Street-West Union Street area on Route 135. This construction includes the small shopping center attached to 15 West Union Street (MHC #191, see above).

Municipal activities during the Modern era included creation of the Town Forest, celebration of the town's centennial, and construction of new school buildings. The Ashland Town Forest was established in 1942, from land previously used as the Salem End hunt club in Framingham and Ashland. The town purchased 508 acres, with an additional sixteen acres transferred to the town at no cost. Much of the land was forested primarily with hardwood planted in the 1920s. Another 40,000 trees were obtained from the Commonwealth and planted by Boy Scouts up to 1950. The town of Ashland celebrated its centennial in 1946 and the centennial committee published a town history that year. Reflecting the growth of the population, Ashland's first school complex built after World War II was the Concord Street School (now the David Mindess Elementary School, 90 Concord Street), constructed in the early 1950s. The school encompassed elementary, junior high, and high school grades following construction of an addition and demolition of the original high school building on Central Street in 1955. Upon completion of the Concord Street school, Town Meeting was moved to the new school from the Town Hall. The town built the present Warren Elementary School, 73 Fruit Street, in 1958-1959 and the Ashland Jr. High School (now Ashland Middle School), 87 West Union Street, in 1963-1964. Both buildings were designed by Perley F. Gilbert Associates, Inc. of Lowell. The junior high school later served as the town's high school and was returned to use as a junior high/middle school after the opening of the new Ashland High School, 65 East Union Street, in

2005.

New areas opened to residential development by the late 1950s took the form of cul-de-sacs and other small subdivisions off 18th and 19th-century routes. North of the Sudbury River and Reservoir No. 2, new neighborhoods included Endicott and Johnson Streets off Cordaville Road; Sudbury, Cedar Hill, Birch Hill, and Pine Hill Streets between Winter and Myrtle Streets; Acton Road off Myrtle Street; and the Riverside Drive area off Fountain Street. Wilbur Drive off High Street Extension followed a right-of-way through Clinton Wilbur's farm, 8 Orchard Road (see above), to the new Magunko Hill water standpipe built by the town in 1956. South of the town center, the Metropolitan Avenue area and Clark-Clyde-State Streets areas were developed. A number of small streets in the vicinity of the Main Street-Chestnut Street intersection (Warren Road, Sunset Road, Grey Birch Road, and Oak Tree Lane) were apparently developed on land of Henry Ellis Warren. In the southeast section of Ashland, new subdivisions went in at Prospect Heights, Long Hill Road, and the Adams Road and Windsor Drive neighborhoods on the north side of Eliot Street.

NATIONAL REGISTER OF HISTORIC PLACES RECOMMENDATIONS

This list incorporates all properties in Ashland currently listed in the National Register of Historic Places, and all properties documented in the survey grant project that are recommended for the National Register. Other noteworthy historic properties exist in Ashland that are likely eligible for the National Register and remain to be identified in future preservation planning projects. See also **FURTHER STUDY RECOMMENDATIONS** in this report.

LISTED IN NATIONAL REGISTER

ADDRESS	HISTORIC NAME	LISTING DATE
Main St, 101	Ashland Town Hall	NRIND 2004
Ashland Reservoir	Ashland Dam and Spillway	NRIND/TRA 1990*
Hopkinton Reservoir	Hopkinton Dam and Spillway	NRIND/TRA 1990*

** Listed in National Register as part of Water Supply System of Metropolitan Boston Thematic Resource Area*

RECOMMENDED NATIONAL REGISTER INDIVIDUAL LISTINGS

The following properties are potentially eligible individually, meeting National Register Criterion A (for historical significance to the community) and Criterion C (for architectural significance) at the local level. Properties are listed here alphabetically by street name. Some properties are located in potential National Register districts (see below). MHC staff must evaluate a property and concur with a recommendation before a National Register nomination may be prepared.

ADDRESS	HISTORIC NAME	MHC #
Chestnut Street, 433	Yeager-Warren Farm	68, 69
Chestnut Street, 529-531	Eames-Warren House	70-73, 915
Fruit Street, 56	Holliston Town Farm	125
High Street, 111	Josiah Burnham House	13, 128
Main Street, 179-181	Railroad House-Ashland Hotel (aka John Stone Inn)	9
Myrtle Street, 2	Ocean House (aka Ashland Historical Society)	12, 144
Olive Street, 9	Otis Cole House	153
Olive Street, 226	Ezra B. Rockwood House (Glean Maura Farm)	156-158
West Union Street, 59	Eames-Olson House	193-195
West Union Street, 81	Medbury-Enslin-Jones House	15
West Union Street, 133	Valentine House	196, 207

**RECOMMENDED FOR NATIONAL REGISTER LISTING IN A POTENTIAL HISTORIC DISTRICT
AT ASHLAND CENTER (all inventoried individually)**

The following properties would contribute to a potential historic district at the town center. Further study, including additional survey work, is needed to confirm the historic integrity and significance of the area.

ADDRESS	HISTORIC NAME	MHC #
Cherry Street, 6	Ferdenzi House	55
Front Street, 44	Wiggins Block	122, 123
Front Street, 54	Greenwood Block	124
Front Street, 66	Ashland Public Library	18, 917
Homer Avenue, 20	Boston & Albany Railroad Station	17
Main Street, 10-60	Dwight Printing Company – Lombard Governor Co. Plant	Area D
Main Street, 73-75	Edwin Perry House	137
Main Street, 98-100	Brick Store	3
Main Street, 117-119	James Jackson House	5
Main Street, 118	Federated Church of Ashland	6
Main Street, 118 rear	Village Burial Ground	803
Main Street, 151	Central Fire Station	20, 918
Main Street, 159	Ashland News Store	8
Main Street, 175	Stone-Lentros Barn	138
Main Street, 179-181	Railroad House-Ashland Hotel (aka John Stone Inn)	9
Myrtle Street, 2	Ocean House (aka Ashland Historical Society)	12, 144
Summer Street, 19	Wenzel-Thayer Livery Stable	179

Note: Ashland Town Hall, 101 Main Street (MHC #4, NRIND 2004) and the U. S. Post Office – Ashland Main Branch, 205 Main Street (MHC #21) were previously inventoried and would be part of a potential historic district at Ashland Center.

See next page for continuation of National Register recommendations.

**RECOMMENDED FOR NATIONAL REGISTER LISTING IN A POTENTIAL HISTORIC DISTRICT
ON FOUNTAIN STREET (all inventoried individually)**

The following properties would contribute to a potential historic district on Fountain Street. Further study, including additional survey work, is needed to confirm the historic integrity and significance of the area.

ADDRESS	HISTORIC NAME	MHC #
Fountain Street, 34	Fay-Ward House	46
Fountain Street, 38	Anthony J. Cunis House	108
Fountain Street, 46	Fay-Murray Cottage	109
Fountain Street, 56	Goodnow-Adams House	110
Fountain Street, 62	William Ockington House	111,112
Fountain Street, 70	James Greenwood House	113, 114
Fountain Street, 80	Charles Foster House	115
Fountain Street, 87	Colburn-Bullard House	116
Fountain Street, 100	Santo Romeo House	117
Fountain Street, 116	Alpheus D. Knowles House	118
Fountain Street, 136	George and Henry Cutler House	119
Fountain Street, 171	Cutler Mansion/Ballord House	120

FURTHER STUDY RECOMMENDATIONS

Ashland retains many historic resources that merit inclusion in the town's inventory. Given limitations of time and budget in the survey grant project, additional historic resources remain to be documented. Some of those resources are noted here; others may be determined through further study.

Post-World War II historic resources, particularly residential neighborhoods, should be investigated further for possible survey in the future. Currently, buildings constructed as late as 1960 may be listed in the National Register of Historic Places because their age meets the fifty-year cut-off normally required for National Register eligibility. Ashland, therefore, has a large number of buildings from this historic period that could be eligible for the National Register. Some individual historic buildings constructed in the early to mid-1960s are included in the further study list for planning purposes.

HISTORIC NAME	STREET NO.	STREET NAME
Ashland Center Area (may be combined with Stone Park Area, below)		Main Street, Front Street, Homer Avenue, Alden Street, Central Street, Church Court, Maple Court
Stone Park Area		Cherry, Park, Summer, Linden, and Esty Streets
Granite Street Worker Housing Area	33 to 73 (odd)	Raymond Marchetti Way
Fountain Street Area	34 to 171	Fountain Street
Wauhakum Pond Area		Pond Street, Lakeside Drive, Rodman Road, Washington Avenue, Clifford Street, Maple Street, Wauhakum Avenue
Perini Employee Housing–Alberini Inn Area		Pleasant Street
Indian Springs Road Area		Indian Springs Road
Wilbur Drive Area		Wilbur Drive
	30	Alden Street
	42-44	Alden Street
	80	Alden Street
Chestnut Street Sewage Pumping Station		Chestnut Street
HISTORIC NAME	STREET NO.	STREET NAME

	3	Concord Court
	5	Concord Court
	183	Cordaville Road
	289	Cordaville Road
	301	Cordaville Road
	119	East Union Street
	221	East Union Street
	363	Eliot Street
St. Cecilia Roman Catholic Church	55	Esty Street
Horse Trough		Front Street
	78	Front Street
	134	Front Street
	176	High Street
	70	Higley Road
	258-260	Main Street
	289-291	Main Street
	298	Main Street
New England Telephone Building	336	Main Street
	98	Myrtle Street
	206	Myrtle Street
	221	Oak Street
	29	Park Road
	20	Pleasant Street
	23	Pleasant Street
	25	Pleasant Street
	77	Pleasant Street
	94-96	Pleasant Street
	97	Pleasant Street
	99	Pleasant Street
	111-115	Pleasant Street
	169	Pleasant Street
	10	Rodman Street
	14	Rodman Street
HISTORIC NAME	STREET NO.	STREET NAME

37 Summer Street
49 Summer Street
58 Summer Street
59 Summer Street
74 Summer Street

171 Union Street
193 Union Street
205 Union Street
304 Union Street

111 Waverly Street
135 Waverly Street

**Landscapes, Structures, and Historic
Archaeological Sites**

Devil's Den
Pout Rock (update inventory form)
Millpond and Dam
Marathon Park
Bayer & Mingolla Quarry
Town Forest

off Chestnut Street
off Main Street (south)
Myrtle Street
Pleasant Street
71 Spring Street
Winter Street, Oregon Road

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Key to locations of sources that are not available widely:

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AHS	Ashland Historical Society
BPL	Boston Public Library, Norman B. Leventhal Map Center
MHC	Massachusetts Historical Commission, Boston
ARCHIVES	Massachusetts State Archives, Boston
SLSC	Massachusetts State Library, Special Collections Department, Boston
UNH	University of New Hampshire Library Digital Collections Initiative

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