

# **NARRATIVE HISTORY OF SOUTHBOROUGH**

--written in conjunction with the Historic Properties Survey of Southborough, June, 2000

## **INTRODUCTION**

### **Political Boundaries**

The town of Southborough is located at the eastern edge of Worcester County, about sixteen miles east of Worcester and twenty-eight miles from Boston. Only the western portion of its generally fan-shaped area is bounded by Worcester County towns (Westborough and Northborough). The rest of the community borders on Middlesex County. Progressing clockwise from the north, its Middlesex neighbors are Marlborough, Framingham, Ashland, and Hopkinton.

Most of Southborough began as the south part of the town of Marlborough (1660), referred to for decades as Stony (Stoney) Brook. It was incorporated as an independent town in 1727. A narrow, 300-acre strip at the south edge of town along the Sudbury River, originally part of Framingham called the Fiddleneck, was annexed in 1786. The border with Westborough was realigned in 1835; and a small section of eighty-two acres at the north was annexed to Marlborough in 1843.

### **Topography**

The territory within Southborough covers 9,024 acres, or fourteen square miles, of rolling land. It lies within the drainage basin of the Sudbury River, which forms the town's southern boundary. Just as important to the town's history, however, has been the west-to-east water system of Stony Brook, which enters the town at the northwest corner, and until the end of the nineteenth century meandered southwest through the center of town, turned northeast, where it received the flow of Angle Brook, and flowed southeast again into Framingham. Two other streams in the northwest part of town, one arising near the Northborough border in the now-defunct Brigham Pond, the other, once called Patch Brook, coming south from Marlborough, also fed the Stony Brook system. Deerfoot Brook is another minor brook, flowing north to Stony Brook from Crystal Pond in the southwest part of town. Historically, with the exception of the Sudbury River at the south edge of town, Southborough's lack of significant water power limited its manufacturing potential, and most of its early industrial activity was limited to small mills on Patch, Angle, and Stony Brooks, with a capacity restricted to products for a local and limited regional market.

Today the water system that dominates the town's topography is the manmade one created by the City of Boston and the Metropolitan Water Works in the 1890s, when the western portions of Stony Brook were engineered to become an open channel of the Wachusett Aqueduct, and the flow of both Stony and Angle Brooks was dammed for the creation of the Sudbury Reservoir. As a result, much of the northeast quadrant of the town lies under water, as do several hundred acres along the former path of Stony Brook south of the town center.

Several large, rounded hills, none of them rising over 470 feet, contribute to the variable topography of the town, and have provided excellent pasturage for over three centuries. Walnut Hill in the northwest, Wolf-Pen Hill in the north central portion, Pine Hill in the northeast (which was covered with pines until a 1787 hurricane), and Oak Hill in the southeast each dominates its section of the town. Lower hills include Wolf Hill between Walnut and Wolf Pen in the north, and Breakneck Hill in the south. Mt. Vickery Hill is centrally located in the south part of town, and Clear Hill (also

called Clean Hill) rises just northeast of the village center. It was Clear Hill and Oak Hill that were singled out at the turn of the last century as the best locations for stand pipes when Southborough developed a municipal water system.

Throughout the town's history, the rich, gravelly loam of Southborough's soil has rewarded its farmers with an agricultural productivity that carried the town's economy well into the twentieth century. The soil is particularly suited to the growth of orchards and other trees. Small glacial lakes and outwash plains left deposits of sand, gravel, and clay, and scoured out some flat areas, particularly in the southeast part of town. Some areas are rocky; the primary rock is a calcareous gneiss that is known as a rich, gray granite.

## **CONTACT PERIOD (1500-ca. 1630s)**

### **Transportation Routes**

Native paths established before the European settlement primarily crossed the town in an east-west direction. The general line of today's Main Street through the town center was one; another passed through the south as Oregon-Woodland/Richards-Gilmore Roads. These two came together in today's Westborough. There was also a general north-south flow that took place between the Sudbury in the south, and the Assabet River north of the town.

### **Settlement Pattern**

At the time the Europeans arrived, the Southborough area was populated by Nipmucks, a non-nomadic Algonkian tribe. While there are no confirmed native settlement sites, the local people would have utilized the knolls and hills adjacent to the brooks in the center and north part of town, and there would have been considerable activity along the Sudbury at the south. It is likely that any camps associated with fishing, hunting, or gathering were small, and of short duration. An area adjoining the Old Burial Ground at the town center had long been a Nipmuck burial site before the European settlement. A large, high rock in the east part of town, later called Indian Rock, is believed to have been a native site, associated with a nearby Nipmuck smokehouse and fishing area.

### **Subsistence Pattern**

With its fertile soil and lush growth of trees, Southborough was a good site for seasonal hunting and gathering, and some native agriculture would have taken place, as well. The fresh water of the brooks and river was also used for seasonal fishing.

## **FIRST SETTLEMENT PERIOD (ca. 1630s-1675)**

### **Transportation Routes**

As the European colonists began to populate the area, they first used the existing native trails as highways. Travel through the area became more frequent after 1636, when there was increased overland movement between Massachusetts Bay and the settlements of the Connecticut River valley.

### **Population and Settlement Pattern**

Today's Southborough was originally included in the 1638 Sudbury grant to a group of English colonists. Sudbury's territory was enlarged several times, including, in 1656, by the addition of an approximately six-mile-square plantation to its southwest first named "Whipsufferadge" ("Whip-suppenicke"), and later called Marlborough Plantation. Reserved out of the new area, however, were a 200-acre "Indian Planting Field", and a 6400-acre tract that had been designated as an Indian "Praying Town" called Ockoocangansett, under the Rev. John Eliot in 1654. While Natick and Wamesit people were relocated to the new Indian reserve, the establishment of Ockoocangansett also apparently consolidated some of the native Nipmucks north of Southborough's borders near the center of Marlborough. Still, the Indians of the region, their numbers much reduced by epidemics and regional tribal warfare, continued to range throughout Southborough in the course of their hunting and fishing activities.

The proprietors of the Marlborough plantation, which was incorporated as the town of Marlborough in 1660, included William Ward and 120 other men from Sudbury. In planning the new town, they designated the portion of what is now Southborough situated north of Stony Brook as common pasture land for the Marlborough proprietors. A decade earlier, the first settler of Framingham, Thomas Mayhew, had been granted extensive lands along the north side of the Sudbury River--an area that would come to be known as the Fiddleneck for the way it extended west from the Framingham grant.

In 1664, Peter Bent, the son of a Marlborough proprietor, and a resident of the small village at the center of Marlborough, established the first mill on Stony Brook. Within a few years the site included a gristmill, cornmill, and sawmill.

Still, with the constant threat of Indian attack, there was apparently no permanent English settlement in the Fiddleneck or in the Stony Brook section of Marlborough for several decades. During King Philips War of 1675-1676, in fact, most of the settlers left Marlborough, some never to return. Indian "depredations" were reported in the town, and several Marlborough men were killed in area battles and skirmishes. In August of 1675 the town of Brookfield was destroyed, leaving Marlborough as the westernmost settlement between Boston and the Connecticut River. Then, on Sunday, March 26, 1676, while the minister was preaching his sermon, a band of Indians attacked the town, burning thirteen houses, eleven barns, and the meetinghouse. The raid occurred as the Reverend Mr. Brimsmead commenced his sermon to the colonists assembled in the meetinghouse on that Sunday. It is reported that most escaped to the Ward garrison in Stony Brook (no longer extant.)

### **Economic Base**

With the conversion of large sections of Southborough to pasture land for the colonists, and with their ever-increasing harvesting of meadow hay along the brook and river, seasonal use by the Indians diminished. Those who remained in the area, however, engaged in some trade with the colonists. The English government had chosen the site for the Marlborough plantation because of the agricultural and grazing potential of its uplands and meadows, and some of the best grazing and mowing lands were located in the south portion of Stony Brook.

## **COLONIAL PERIOD (Ca. 1676-1775)**

### **Transportation Routes**

This period saw the continued improvement of the primary native routes as colonial roads. Main Street/East Main Street, for generations referred to simply as the Boston Road, and later the County Road to Boston, was the main east-west route through Southborough between Boston and Worcester and other towns to the west through the end of the eighteenth century. Two surviving **milestones** along the route, one with the date of 1769, the other 1770, attest to its importance to travelers and the care given to it, especially once Worcester County was established in 1731.

The line of Fisher Road-Ward Road was in use early as a route southwest from the main part of Marlborough; it joined the Boston Road near the west border of Stony Brook, just southeast of Brigham Pond. North-south routes established during the first half of the Colonial Period followed Middle Road (formerly Center Road) through the geographic center of the town; at its north end Middle Road linked up with the old Indian trail approximately along the line of today's St. Mark's Street to continue on to Marlborough over the north section of today's Marlborough Road. Northwest-bound traffic to Marlborough also came up Framingham Road from the east, traversing a large area now covered by the Sudbury Reservoir. Another, somewhat winding north-south road followed the line of Sears/Deerfoot/Clifford Roads. Others traveling to Framingham followed Pine Hill Road in the northeast part of town, and Breakneck and Oregon Roads in the southeast.

### **Population**

The first known settler to establish a permanent home in Stony Brook is believed to have been the young John Fay, a young man who lodged at first with the Bent family in Marlborough. In 1665, Peter Bent had sold John Fay's father, David Fay, sixteen acres and a house lot along the brook. In the early 1680s, David Fay built a house for his son near Bent's Stony Brook mills. Other Marlborough landowners who had been holding land in Stony Brook, some of them accumulating acreage to deed to their children, included Jonathan Johnson, Samuel Brigham, and Richard Newton. William Ward's son, Samuel, moved to his father's Stony Brook land before 1690. In 1688, Jonathan Johnson's daughter, Mary, moved with her husband, John Mathis, to a new homestead in the west part of Stony Brook.

The Mathis (Matthews) home was subsequently designated the garrison house for the area. By 1695, the population of Stony Brook was clearly growing, as three of the twenty-six houses in Marlborough designated as garrisons were located in Stony Brook. The threat of native attack was still so great at that time that a blockhouse was built at a hill between the Stony Brook mill and the Sudbury River.

Slowed somewhat by the renewed threat of Indian attack during Queen Anne's War of 1710-1711, the population again began to increase after the Peace of Utrecht in 1713. At the time of the town's incorporation in 1727, there were thirty-five landholders of its 8,822 acres. Like conflict and war, however, disease also affected the growth of Southborough's population. In 1740, thirty of the forty people afflicted by an epidemic of "throat distemper" (scarlet fever) died--the largest number in any year in the town's first century.

In 1749, the town had fifty-three taxpayers. Nearly a thousand acres were utilized for agriculture, and the town had become a prosperous community.



### **Military and Political**

In 1745, during the years of King George's War in Europe and its associated border skirmishes in the colonies, Capt. Timothy Brigham led a small number of men from Southborough to join a regiment that attacked the French fort at Louisburg, Cape Breton Island.

Like the other towns in the region, Southborough sent men to fight in the French and Indian Wars of the 1750s and early '60s. Capt. John Taplin, Capt. John Fay, Josiah Fay, Joshua Newton, and Lt. Nathan Brigham, Jr., were some of the local heroes of this protracted conflict, in which many men in the Southborough area died from wounds, disease, or starvation. Lt. Brigham's actions in the devastating campaign of Robert Rogers and his "Rogers Rangers" were such that they inspired Sara Sartell Prentice, wife of the minister of Grafton, to write what was later known as "the Brigham Ballad."

Most Southborough townsmen, though inherently conservative, gradually grew united against English policies during the decade between the passage of the Stamp Act in 1765 and 1774, when Committees of Correspondence were meeting to resist the British government's actions. In the summer of 1774 the town raised its own body of Minute Men, without direct orders from outside. The sentiment was not quite universal, however, and one Tory, Jonas Woods, signed the town's non-importation agreement only after ordered to do so by the local militia. In December, 1774, the Town voted approval of the Continental Congress, and in January 1775 elected the leader of the local militia, Capt. Josiah Fay, its representative to the Massachusetts Provincial Congress. Three months later, on April 19, Capt. Fay led his Southborough men on the long march to Concord, where, arriving too late for the battle that began the American Revolution, they still managed to harass the British regulars on their retreat to Boston. In all, seventy-one men from Southborough participated that day.

### **Settlement Pattern**

In 1700, the lands which had formerly been reserved for the Indians, including the large praying town of Ockoocangansett, were deeded to the town of Marlborough, opening up considerable land for the colonists. The north part of Stony Brook officially became the "cow commons" of Marlborough at that time, and many of the proprietors were granted additional land around it. As settlement of Stony Brook increased, two primary population clusters developed--one east of the geographic center, the other west, both generally aligned along the Boston Road.

In the second decade of the century the whole region was growing. In 1717 the western part of Marlborough, which had been known as Chauncy Village, was separated out as the town of Westborough. In 1720, the inhabitants of Stony Brook were numerous enough to be granted permission to hold church services in their own part of town, especially during the winter. After 1724, one frequent site for those services was the house of Timothy Brigham, son of John Fay's widow and her second husband, which was built that year on the Boston Road in the center of town.

Three years later, thirty-five landholders of Stony Brook and five Marlboro Selectmen successfully petitioned to separate from Marlborough as an independent town, and on July 17, 1727, an act was passed by the Massachusetts General Court establishing the Town of Southborough.

Southborough's incorporation came over two generations later than the establishment of its mother town. While the initial 1660 settlement Marlborough had followed a typical pattern for its time, with a nucleated cluster of houses around the meetinghouse at the town center, Southborough's

settlement was characteristic of communities established in the second quarter of the eighteenth century. Even in the meetinghouse center, houselots or farmsteads were widely spread out along the line of the Boston Road, occupying parcels of twenty acres or more. This open pattern at the center of town, coupled with the existence of several outlying farms which had been established long enough to have been redivided for second-generation farmers, produced a settlement pattern that from the time of incorporation was one of widely dispersed farmsteads.

The first several months in the new town were spent establishing a place for the meetinghouse, and several Town Meetings held at the house of Timothy Brigham saw heated arguments erupt between the settlers east of the center and those to the west. Once the meetinghouse location was chosen, at a site adjacent to the old Nipmuck burial ground, which was already in use as a burying ground by the colonial settlers, its frame was erected by the end of the year. A three-acre parcel of common land was set out around the meetinghouse to include the burying ground, and another twenty-acre tract just to the north was reserved for a training field, public grazing ground, and the minister's settlement. The meetinghouse was completed in 1728, and the town church, with seventeen members, was officially established with the ordination of the first minister, the Rev. Nathan Stone, in October of 1730. A town pound was fenced in nearby that same year.

Worcester County was established in 1731, and William Ward of Southborough was appointed a Justice of the first Court of Common Pleas--an indication that the new town harbored at least a few members of a gentry class for the new county.

The town built its first small schoolhouse in 1735, alongside the pound. A powder house to store gunpowder, ball, and shot for the local militia was built within the burial ground, perhaps on the theory that an explosion there would harm only those already dead.

In 1736 three additional schoolhouses were built, in the east, west, and south parts of town. The wood fence around the pound was replaced in 1753 with stone, and in 1764 the town refitted the first small schoolhouse, which had been replaced by a larger one, for a work house.

By the mid 1700s there were 43 dwellings in Southborough, many of those part of farms that were producing corn, hay, apples, and cider.

### **Economic Base**

John Fay's eldest son, David, built a gristmill in about 1699, bringing the total number of mills in the town by 1700 to four. Another gristmill was added west of the Bent mill privilege in 1712, by William Johnson, and David Fay, Jr., with Robert Horn, built a gristmill on Stony Brook in the southeast part of town in about 1731.

By the middle of the eighteenth century a bustling local economy had been established. Its development in the Colonial Period was overwhelmingly agricultural, consisting of a combination of diversified, general agriculture and mixed husbandry that was typical of the region during this period. Most farmers had at least one horse and a cow, but the largest cattle herd, belonging to the most prosperous farmer, Nathan Brigham, numbered only ten head. There were thirty pigs in town, and sheep-raising was common, with 430 grazing in the town's pastures. Nathan Brigham had thirty-one sheep, also the largest number in town. In 1749 the town's farms produced 400 tons of hay and 3000 bushels of corn and grain. Over three hundred barrels of cider were produced that year, and nearly 600 pounds of flax and hemp.

By 1771 there were eight mills in town, including two saw- and two grist mills, eight artisans' shops, two tanhouses, and two potash works. Many of the owners of these establishments, of course, also were farmers, who performed their services for their rural neighbors.

### Architecture

**Residential.** As far as is known, no buildings in Southborough have been confirmed to date from before the time of incorporation. A house long reputed to have been built about 1702, the **Artemas Ward House** (demolished after 1906), which stood near the corner of Ward Road and Bigelow Road in the northwest part of town, was a two-bay, two-story half-house with a deep rear leanto extending into a long "jut-by" or Beverly jog. Recent opinion is that the house was actually built in the 1770s. The presence of a massive stone chimney, however, which emerged just behind the roof ridge in the entry bay, may actually support an earlier eighteenth-century date.

Although once reputed to be the 1686 Mathews Garrison House, the dwelling at 15 Gilmore Road was built by John Matthews' son in the early- to mid-eighteenth century. It, also, has a rear leanto, and while it may contain an earlier structure within its walls, it is a fully-developed double-pile, 2 1/2-story, five- by two-bay, center-chimney house, complete with such Georgian touches as a denticulated cornice, and a pilastered, pedimented center entry.

The later eighteenth-century double-pile, center-chimney house form, of which there are several examples in Southborough, may in fact disguise one or two other much earlier buildings. In each case, a detailed interior and structural inspection would be necessary to indicate how likely that is. The Fay family house at 117 Framingham Road, for instance, has long been believed to incorporate the original 1680s **John Fay House**. This house also has a rear leanto with a jut-by.

Two other well-preserved examples of the center-chimney, double-pile house form, the **Isaac Johnson House** at 35 Lynbrook Road, and the **William Clifford House** at 12 Clifford Road, may also incorporate earlier structures. Both of these have well-developed, transomed and pilastered center entries typical of the latter part of the eighteenth century.

One house traditionally believed to have been built in 1727, the year of incorporation, is a little five-by two-bay gambrel-roofed cottage at 14 Oregon Road. Recent architectural analyses have confirmed a construction date quite close to that date, as well as a wealth of lingering First Period features, such as a fully-decorated exposed frame embellished with beveled chamfers. This house formerly had a massive fieldstone center chimney.

Isolated examples of other house types of the Colonial Period are also illustrated in Southborough. Another rear leanto house, the **Maj. Josiah Fay House** of ca. 1757 at 1 Chestnut Hill Road, is a 2 1/2-story half-house, with a rear double jog at the west end. The hip-roofed two-story ell of the **Collins House** at 55 Flagg Road may be a former free-standing house constructed as early as 1775.

**Institutional.** The first Southborough meetinghouse of 1727-28, which was torn down in 1806, was a typical rectangular 40 x 50' building, with the pulpit positioned along the long side. Its frame was of local white pine timber. A rare surviving institutional resource from the Colonial era is the nearly square, fieldstone **town pound** of ca. 1750, which was taken down and rebuilt behind the meetinghouse in 1797. On the east part of the common, the **Old Southborough Burial Ground** contains some well-preserved slate gravestones, the earliest of which are dated to the 1740s.

## **FEDERAL (EARLY NATIONAL) PERIOD (ca. 1776-1830)**

### **Transportation Routes**

The colonial road system remained the basis of the local transportation network after the Revolution, with the County maintaining at least three of the routes through Southborough. The Boston Road (Main/East Main Street) was still the principal east-west route, where stage coaches came through with increasing frequency. It was also the postal route through town. The line of Fisher and Ward Roads was part of another main highway that went southwest from Marlborough to Westborough. The town maintained nine bridges over Stony Brook in 1795.

Regional roads of the period included another east-west route at the south end of town over Oregon (still the main regional route to Framingham), Richards, and Gilmore Roads into Westborough. In 1806 Edgewood Road was laid out from Oregon Road southerly to Ashland. The Oregon/Richards/Gilmore road system connected with roads leading north through town via Middle Road, and Breakneck Hill to White Bagley and Latisquama. In this era, Latisquama Road was known as South Street to its connection with Main Street at the center. The road opposite it from Main to the Marlborough Road (today's School Street) was known as North Street. Central Street/Oak Hill Road was the main route southeast from the town center to Framingham. By 1830 Southborough was also laced with local roads leading to the outlying farms.

The major transportation change during the period was the building of the Boston & Worcester Turnpike (Turnpike Road/Mass. Route 9), which was opened on a straight east-west line through the southern half of town in 1808-1809. Early in 1809 the Massachusetts Legislature agreed to move the Southborough tollgate from the Framingham line to a site near two new business establishments--**Dexter Fay's** small store and post office at the west corner of Turnpike Road and Central Street (demolished), and on the east corner, the **Woodbury Tavern** (75 Turnpike Road), which became the major stage stop.

### **Population**

In 1776, the population of Southborough was 735. It increased gradually over the period, with 840 inhabitants in 150 families in 1793, and 1,080 people in 1830. The greatest growth took place during the last decade of the period, when 104 people were added.

### **Military and political**

Southborough's citizens served with distinction during the Revolution, both on the battlefield and at home. Many joined the Continental Army, including Josiah Fay, who was promoted to Major. Tragically, he was also Southborough's first casualty of the war, killed in New York City by a group of Tories who poisoned his company's provisions.

In January of 1776, Gen. Henry Knox passed through Southborough on his way to Boston with the train of artillery he had commandeered from Fort Ticonderoga, an event which is commemorated by a 1927 granite **marker** at the edge of the old Boston Road at 28 Main Street. Early in 1777 Capt. Elijah Fay of Southborough led a company to New Jersey. In 1778, two local men, Jesse Amsden and Joseph Fay, died at Valley Forge--at least one of them of starvation.

The War of 1812 was unpopular in Southborough, as it was in much of New England. At least four men from Southborough served in the conflict, however.

Local military companies, an outgrowth of the pre-Revolutionary town-maintained militias, were supported by Massachusetts communities for several decades into the nineteenth century, and a state statute still mandated military training for all able-bodied men. Southborough's militia was part of the hundred thousand Massachusetts men ordered by President Jefferson to "stand ready to march at a moment's warning." Established in 1805 as a foot company under the Massachusetts Second Regiment, Second Brigade, Sixth Division of Massachusetts Militia, it operated until 1830.

### **Settlement Pattern**

Three hundred acres were added to the town's territory in 1786, when the old Fiddleneck section of Framingham was annexed. This opened up access to the Sudbury River and its water power, as the river now became the southern border of the town.

Equally important to the development of the two-thirds of the town that lay south of the Boston Road was the building of the Boston & Worcester Turnpike. Not only did it benefit the nearby farmers by easing the transportation of farm goods to the markets of Boston and Worcester, it also quickly led to the establishment of a small village around the intersection of the Turnpike and the main road southeast from Southborough center--today's Central Street/Oak Hill Road. This little hamlet, which had a cluster of over a dozen buildings by 1830, was the beginning of the village of Fayville.

Two memorable events occurred on the Turnpike during this period. In 1817, a troop of West Point cadets on a march to Boston stopped at Woodbury's Tavern, where they were welcomed by a crowd of townspeople. In June of 1825, the Marquis de Lafayette stopped at the tavern for a midday dinner. The famous Revolutionary War hero was on his way to Boston toward the end of a triumphant sixteen-month tour of the United States. Southborough's seven surviving Revolutionary veterans were given a special audience with the old General, who also met with the widows of deceased Revolutionary soldiers.

Farmstead clusters proliferated during this period, many of them formed by the division of family land for younger generations of farmers after the Revolution. In the west part of town, in particular, new homes were built for descendants of the Johnson, Chamberlain, Collins, and Fay families. After 1800, houses began to spread east and west from the meetinghouse at the Center, where an inn/tavern and store were also located.

### **Education and Religion**

In 1785 the Town voted to build three new schoolhouses--one at the center and two in the east and south parts of town. A brick schoolhouse was built on Northborough Road in what had become known as "the west end". It was thirty-feet square, with a porch opening onto the road. In 1811 there were four school districts in Southborough: the east (Fayville), west, north (central), and south. The school year had been lengthened somewhat, and each district averaged about 70 pupils in the winter term, 40-50 in summer. The town elected its first School Committee in 1821. Miss Olivia Thayer and Miss Abigail Fay taught classes in deportment at Winchester's Inn on Main Street. Col. Jonas Ball financed their program, which taught proper social manners, elocution and dancing.

Adult education and enrichment was becoming popular toward the end of the period, and Southborough even claimed a few intellectuals and college graduates. In 1824, partly initiated by



some learned schoolmasters who had been recruited by the School Committee, a local lyceum was formed. Its first members included schoolteacher Burleigh Bullard, Dr. Joel Burnett, and Francis B. Fay. The Lyceum, which was formalized in 1828 as the Southborough Franklin Institute, held debates in the Winchester Tavern at the center, and provided an important local forum for the discussion of issues of the day. Among the topics debated were temperance, religious and educational reform, and the beginnings of abolitionism.

The first Southborough meetinghouse was replaced by a second one adjacent to the same site in 1806, and a Paul Revere bell was installed in its tower. After the 1785 death of the Rev. Nathan Stone ended the town's first fifty-year, relatively tranquil pastorate, Southborough entered a ten-year period without a settled minister. The town's third pastor, the locally-born Rev. Jeraboam Parker, was ordained in 1799. He gradually departed from the old Calvinist teachings to embrace Unitarianism, a shift which unsettled many of his flock. In 1823 a powerful minority, including such church and community leaders as Josiah and Webster Johnson, John Chamberlain, and Peter Fay, began meeting in homes to study the bible and continue to follow a more conservative, orthodox theology.

At the same time, another small but substantial portion of the congregation withdrew to form the First Baptist Society. Many of them had been attending services in Westborough for several years. They held many of their early meetings in Southborough in the home of Aaron Collins and later at the Emerson Onthank House near White's Corner on the Turnpike. They built their first small brick church on the south side of the Turnpike near Mt. Vickery Hill in 1828. Part of the attraction of the formation of the Baptist Society was the strong belief in temperance which many thought was spiritually needed due to the level of drinking that was present in local society.

### **Economic Base**

The severe recession after the Revolution that took hold in Massachusetts affected Southborough as it did many farming communities, and several families left town, at least temporarily. In 1784 the Town voted against the building of a needed schoolhouse because there was not enough money to pay for it. Town Meeting also voted to sell some of its land, and all of its tools. In 1786 Southborough was ranked thirtieth out of forty-six towns on the Massachusetts tax valuation lists. That same year, when the town was commanded to meet a quota of eighteen men to help put down Shays' Rebellion, no one volunteered.

By 1790 the economic tide had turned, however, prompting Peter Whitney, writing in 1793, to describe it as a community of "generally good and wealthy farmers". In 1795, there were two sawmills, four gristmills, a fulling mill, and a triphammer works operating along Stony Brook--a typical mix of local industry for a town of Southborough's size. By the end of the period a few more small mills had been added, some of which were to operate through most of the rest of the nineteenth century. Two mills were operated by members of the Fay family on Patch Brook in the northwest part of town, just off Jericho Hill Road, and members of the Parker family were running both a grist mill on the south side of Stony Brook at Deerfoot Road and a saw mill opposite on the north side at what became known as Parker's Pond. During this period, the Nichols Mill also began operating on Stony Brook in the northeastern part of town. Other attempts at local industry included Andrew Newton's iron works, a small, marginal operation which dug bog iron to supply the local blacksmiths. Around 1810 there was also a small shoe peg manufactory, a carriage shop, and one tanner/currier.

In Fayville, butcher and cattle-broker Col. Dexter Fay opened a small store at the intersection of Central Street and the Turnpike which catered to both local residents and travelers on the Turnpike. By 1817, this store and butcher shop also had a post office, where Dexter Fay's brother, Francis Ball Fay, was postmaster.

Stage and horse/wagon traffic contributed to the prosperity of Fayville, in particular, but the stage route along the Boston Road through the center also provided clientele there for the Winchester Tavern and a general store.

Southborough's economy remained primarily agriculturally based, and the period saw considerable development in commercial farming. Access to regional markets was eased by the building of the Boston & Worcester Turnpike, and by the second decade of the nineteenth century the town was becoming well-known for its produce, livestock, and dairy products. Dr. John Lyscom had achieved a regional reputation for his fine apple orchards, and for his development of the Lyscom Apple. The Southborough Farmers Club was founded in the 1820s for the promotion and development of agriculture.

After the War of 1812, Fayville became the center for several cottage industries that were part home-production and partially centralized in a manufacturing building. Among his other enterprises, Col. Dexter Fay operated a home-production network of straw-bonnet making, and beginning in 1814, Francis B. Fay began selling them as far away as New York, Philadelphia, and Baltimore. Another Fay family member, Col. Artemas Fay, manufactured bonnets, as well as shoes on the putting-out system.

### Architecture

As the population increased and Southborough reentered a period of economic prosperity, several stylish examples of Federal architecture were built. Several houses in this period have better-documented dates than those that remain from the Colonial Period. One significant trend is the continuance of some predominant eighteenth-century building types well past 1800. The 2 1/2-story double-pile, center-chimney house form persists in the **Goodnow/Winchester House** at 19 Middle Road, built early in the nineteenth century. Other houses of similar form and proportion were built with through-halls instead of lobby entries, and display paired ridge chimneys and other more progressive features. Possibly the earliest twin-chimney, double-pile house is the ca. 1780s **Peter Fay House** at 1 Chestnut Hill Road, which also has a handsome sidelighted Federal center entry with an elliptical fan under an open, denticulated pediment over elliptical leaded fanlight. Other 2 1/2-story, side-gabled twin-chimney houses include three houses built in the early years of the Turnpike era--the **Woodbury Tavern** at 75 Turnpike Road, and its two neighbors, the **Dexter Fay House** at 77 Turnpike, and the **Isaac Smith House** at 69 Turnpike Road.

Southborough has several examples of 2 1/2-story, side-gabled Federal four-bay, or "three-quarter" houses, all located in the northwest part of town. The earliest is probably the ca. 1810 **Elisha Johnson House** at 26 Lynbrook Road. The **Eber Fay House** at 51 Sears Road, built about the same time as the Johnson House, has a hipped roof. The **Jonas Fay House** of ca. 1827, with its handsome Federal doorways at both front and rear, at 25 Jericho Hill Road began as a four-bay house, and was later expanded. The **Baker and William Brigham House** of the 1820s at 26 Granuaile Road has detailing that is more Greek Revival than Federal; its main entry has full-length, five-pane sidelights and recessed-paneled pilasters, and the house corners repeat the recessed panels at the wide cornerboards.

At least one local master-builder is known from this period. **Moses Newton** built his own residence at 15 Main Street in 1811-12 as a two-story, hip-roofed, interior end-chimney house. While its detail has been somewhat altered, he built another house of the same type across the street at 26 Main Street in about 1815, where more detail is preserved. The main center entry has an elliptical wooden fan; three-part leaded sidelights; tapered, fluted pilasters; and a band of diamond-shaped gouge work in the frieze. Other trim includes more gouge work and a rope molding--an excellent illustration of the high level of Moses Newton's carpentry skills.

Several other hip-roofed houses survive from the Federal period. Both the **Charles Burnett House** at 19 Gilmore Road and the **Lovett Fay House** at 30 Jericho Hill Road (ca. 1824) are one-room-deep, two-story buildings. The Burnett House has a five-bay facade, the Fay house a three-bay facade. 51 Sears Road, the **Eber S. Fay House**, (ca. 1810,) is a four- by four-bay, two-story hip-roofed house.

The one and one-half story Cape of the late eighteenth or early nineteenth century is represented by the **Wood House** at 42 Oregon Road.

55 Flagg Road, the **Amos/William Collins House** of ca. 1818 is unique in Southborough as a five-by three-bay, 2 1/2-story brick house with a high, clapboarded, enclosed front gable, and four exterior-wall chimneys, one near each corner--a type which represents a transition between the Federal and Greek Revival styles. Its main entry is one of the most elegant Federal doorways in Southborough, with a wide elliptical fanlight and half-length sidelights divided into curvilinear panes with leaded tracery.

## **EARLY INDUSTRIAL PERIOD (ca. 1831-1870)**

### **Transportation Routes**

The road known today as Boston Road was laid out from the center to Framingham Road in 1833, providing an additional route east out of the center of town. By the middle of the nineteenth century, Parkerville and Cordaville Roads were added as two more north-south connectors between the south part and the center of town. The latter provided essential access to the new town burial ground, the 1842 Rural Cemetery. In 1846 Woodland Road was continued in a northerly direction from its most northerly point at that time near Breakneck and Oregon Road to the new Baptist Meeting House on the Boston and Worcester Turnpike at Fayville. The addition of new side streets was largely confined to the growing industrial villages of Southville and Cordaville.

The major transportation change in this period was the coming of the railroads. In July 1835 the Boston & Worcester Railroad opened for service between Boston and Worcester, passing through Southborough near the southern border, nearly paralleling the Sudbury River. Soon thereafter this line was continued to Albany and eventually the whole railroad became the Boston & Albany. Two stops were located at Cordaville and Southville. In 1855, due largely to the efforts of shoe manufacturers in Marlborough and other industrial towns of the region, a small independent line, the Agricultural Railroad, came northwest from Framingham through Southborough to the center of Marlborough. It passed across the north part of Fayville, and then swung north through the town center east of School Street. Just over the town line in Marlborough, at Marlborough Junction, it connected with another Agricultural Branch line that led southwest out of Marlborough through Southborough on its way to Westborough. The latter's course in Southborough was along the line

of Fisher Road, then west and north into Northborough. In the late 1860s, both branches became the Boston, Clinton, & Fitchburg Railroad, which connected with the Boston & Albany at South Framingham.

The coming of the railroads sounded the death knell for the old toll roads. The Boston & Worcester Turnpike Corporation failed rapidly over the 1830s, and was dissolved by the legislature in 1841. By 1843 use of the entire length of the Turnpike from Boston to Worcester became free of charge.

### **Population**

During the Early Industrial Period, the population of Southborough continued to grow steadily, almost doubling between 1830 and 1870, from 1080 to 2,135. It stood at 1145 in 1840. The greatest increase, over 500 people, took place in the 1850s. The town's demographic composition changed somewhat, as well. By 1865, the number of foreign-born residents, most of them from Ireland, was sixteen per cent of the population.

Southborough built its first jail in the late 1830s--said to have been necessitated by the number of tramps who came into town along with the railroad. During this period the town also established a "poor farm" near the former intersection of Breakneck and Woodland Roads. A significant improvement on the old work house, the poor farm was intended to be a nearly self-supporting institution, where indigent residents could operate a farm and contribute to their own support in other ways, as well.

The temperance movement was widely espoused in Southborough during this period. Promoted by both the First Baptist Society and the Orthodox (Congregational) Church, a Young Men's Temperance Society and the Southborough Total Abstinence Society for Young Ladies were both formed during the 1840s.

In 1849-50 there was a typhoid epidemic in town, and many residents were cared for at a makeshift hospital in the **Gabriel Parker House** at 33 Main Street. Dogs were thought to spread the disease, and the epidemic led to strict local dog laws. The initial laws were eventually repealed, and Town Meeting voted to just require licenses and to maintain the position of dog officer. The "dog tax", as the licensing fee was called in many Massachusetts towns, was ultimately used to support a town library. Southborough's public library, one of the first in Massachusetts, and believed to be the fourth earliest free municipal library in the country, was founded in 1852 as the Francis B. Fay Library.

The library collection was housed in a room in the Town Hall, which was constructed at the center, just west of the meetinghouse, in 1840. The Town Hall was replaced by a new **Town House** in 1870 after the first building burned down.

### **Religion and Education**

At the beginning of the period in 1831, a group of parishioners with orthodox Congregationalist views formally separated from the town church, to establish the Pilgrim Evangelical Society. They built their own church building a short distance east of the old meetinghouse in 1834, at about the same time that the 11th amendment to the Constitution officially ended the connection between church and state. With the removal of town tax support and many of its members, the former town church struggled to survive both spiritually and financially, and its Unitarian congregation declined

in numbers through the 1840s. In 1857 the last remaining members offered the deteriorating Second Meetinghouse to the Pilgrim Society on the condition they repair the building. In 1858, after a substantial enlargement and renovation, the building was reopened as the Pilgrim Church of Christ.

The Baptist Society, which had built its first meetinghouse in brick on south side of the Boston & Worcester Turnpike in 1828, constructed a large Greek Revival style meetinghouse at Fayville in 1845. (The building was prominently located on the north side of the Boston & Worcester Turnpike until it burned in 1914.) The Second Congregational Society, formed in 1865, met for several years in private homes in Southville.

The Old Burial Ground reached its capacity by 1840, and the old powder house was removed from it a few years later. In 1842 a new cemetery, the Rural Cemetery, opened on the new Cordaville Road, just south of the center; the older burial ground was closed the next year .

The first Episcopal service in town was held in 1850, organized by Joseph Burnett. Ten years later, a Religious Parish and Society of the Protestant Episcopal Church was established at a meeting at the Burnett House. In 1860 and 1861 it held services in the small stone shop on the Burnett property, which was refitted for a chapel. **St. Mark's Church** was completed at the center in 1863.

The first Catholic Mass in Southborough was said in 1861, in the upstairs meeting hall in Milton Sanford's store building at Cordaville. By the beginning of the Civil War, Southborough's Catholic population, mostly located near the factories at the south edge of town, was large enough for Southborough to become a mission of the Milford parish, named St. Matthew's mission. St. Matthew's was later transferred to the Catholic parish of Westborough, and services continued in Cordaville under Westborough priests through the end of the period.

A spirit of educational reform led to many changes in local schools during this period. In 1860, the town expanded its four school districts to seven, which it now called "wards." In that year five new schoolhouses were constructed--at the Centre, Fayville, Cordaville, and the two in the western section--the "West End" school on Northborough Road, and the Flagg School, located at the intersection of Flagg and Deerfoot Roads. The schoolhouse at Southville was repaired and a new East End schoolhouse was built north of Fayville on land that now is under the Sudbury Reservoir. Thanks to the generosity of Henry Peters and the strong support of the town, the town's first high school, Peters High School, opened in the former 1834 Pilgrim Church building in 1859.

In 1870, when the **Southville Grammar School** was constructed at 28 Highland Street, grades were separated into Primary Grades 1 through 3 (in the former Southville School that had been repaired in 1860), and Grammar Grades 4 through 8 in the new school at Southville. Both buildings survive today as residences. The separation of schools into grades 1 through 3 and 4 through 8 also occurred at the Centre with the 1870 construction of the Soughtborough Grammar School near the Town Hall (no longer extant). The building of another new grammar school in Fayville was made possible by contributions from Southborough's Grand Army of the Republic war veterans

Two major private schools were established in Southborough toward the end of the period, both of them results of the vision of members of the Burnett family. Joseph Burnett founded **St. Mark's School** in 1865 as a college preparatory school for boys affiliated with the Episcopal church. Its first building was the old Timothy Brigham House at the northeast corner of Main Street and Cordaville Road. Less than two years later, the **Fay School** was founded as a "feeder" school to St. Mark's for boys in the younger grades, by Joseph Burnett's cousins Harriet Burnett and Eliza Burnett Fay, who



had run a day school at the center during the Civil War years.

### **Military/Political**

The local military company had disbanded in 1830, but when war was declared with Mexico in 1846, the militia resumed training. Eighty-six men were registered with the Southborough company in 1847, and six went to fight in the conflict.

While the cause of abolition caught on slowly in the conservative community of Southborough, and was at first espoused by only a few vocal proponents like miller Moses Sawin, Daniel Whitney, and his brother-in-law John Cotton, the townspeople strongly supported the Union cause during the Civil War. In all, 219 men from Southborough enlisted, many of them in Company K of the Thirteenth Massachusetts Regiment. Seventeen died in the conflict, with the Irish-born families particularly hard hit by the loss of their sons. Two additional Southborough men, Josiah Dana and Oren Knight, who enlisted from their previous homes in Virginia, also died. The two cousins fought on opposite sides of the War--Josiah Dana for the Union and Oren Knight for the Confederacy.

During the war the women of the community did what they could to help at home. Led by Cora Newton, they founded the Southborough Soldiers Aid Society in 1862, which provided supplies to the U.S. Sanitary Commission, the U.S. Army Medical Corps, and various hospitals and camps.

### **Settlement Pattern**

With the coming of the railroads and the manufacturing establishments that they made possible, new settlement in Southborough shifted during the Early Industrial Period to the south and east parts of town. The greatest expansion took place first in the late 1830s and '40s in Southville, an industrial village that grew up along the railroad and Sudbury River at the southwest corner of town, where by 1845 John Hartt had built a boot and shoe factory. At that time, the business was expanded and became Newton & Hartt. Workers' houses, including some duplexes, spread north along Parkerville Road and west along Southville Road, with some clusters on short side streets.

A building boom soon followed just east of Southville in Cordaville, another new industrial village, that was named for the wife of Milton Sanford, another entrepreneur who built many of its single- and double-houses for the workers at the cotton and woolen mill he established between the railroad tracks and the river in 1846.

Fayville was also growing during this period, as industry expanded there, as well. The focus was still around the intersection of the Turnpike with Central Street, which led to Southborough Center, and Oak Hill Road, which was laid out in 1849. Residential development spread outward from the intersection in all directions. New industry was concentrated in the area north of the Turnpike, where the Whiting brush factory opened in the 1840s, and Dexter Fay & Son continued the thriving Fay butcher business.

The town center, which was still expanding outward along the Boston Road (Main Street), grew more slowly. Much of the development there during the period was institutional. The **Town Hall** was built in 1840 (replaced 1870), and there was much church building--with the first Pilgrim (Congregational) Church in 1834, the meetinghouse enlarged and renovated into the second **Pilgrim Church** in 1858, and **St. Mark's Episcopal Church** dedicated in 1863.

All these efforts inspired the landscaping of the remaining south portion of the old Town Common, where a memorial to Southborough's Civil War dead, the **Soldiers Monument**, was erected in 1866.

During this period a small commercial and industrial cluster grew up along the railroad tracks at Southborough center, where a passenger depot and livery stable served the needs of the railroad passengers, and a grist mill, blacksmith shop, and harness shop stood nearby.

Stylish residences filled in the open spaces on Main Street at the center during the period, and the first of Southborough's great rural mansions was built just prior to 1850 at Main Street and Deerfoot Road by Joseph Burnett. A few years later Mr. Burnett purchased hundreds of acres of farmland west and southwest of the center, and established Deerfoot Farm, the agricultural enterprise that was to dominate much of Southborough's landscape for the next century.

Other agricultural development included the establishment of several new farmsteads. As in the former period, most were situated on property adjacent to or divided out from family holdings for members of a new generation. The Greek Revival cottage of **John Chamberlain, Jr.** at 56 Flagg Road, for instance, was built in the early 1850s in just this manner. **Sullivan Flagg's** stylish 1860s Italianate house at 21 Flagg Road was built close to two earlier Flagg houses, both of which have been demolished. In the northeast part of town, farmer Peter Walker built farmhouses for three of his children when they were married between 1850 and 1870.

In 1865, there were 328 dwellings in town. That same year, there were 768 cows, 62 sheep, and 178 horses.

### **Economic Base**

During the Early Industrial Period, while Southborough remained a progressive, prosperous agricultural community, the industrial sector became a major factor in the town's economy, with thirty-one industrial concerns by 1850. While the Boston & Worcester Railroad came through the southern edge of town in 1835, it did not immediately spark industrial development. The first significant industry in the south part of town was the establishment in the early 1840s of a boot and shoe factory by John Hartt and his partners. In 1845 it was enlarged, and reorganized with Harvey Newton as Newton & Hartt. Both companies maintained a wholesale and retail boot and shoe outlet in Boston. At about the same time, William B. Wood built a cotton and woolen factory on the Sudbury River in Southville. The Wood factory produced kersey, a coarse cotton and woolen cloth which was marketed primarily in the south, where it was used for slave clothing, and by 1852 was also making cotton batting. In 1846, Milton Sanford built another factory for the manufacture of cotton, jute, and woolen goods (mostly blankets) a short distance to the east, and founded the village of Cordaville. It was incorporated as the Cordaville Manufacturing Company in 1849. The factory burned in 1855, but was rebuilt; Mr. Sanford sold it to the Cordaville Mills Co. in 1864. During the Civil War the plant had a steady business making blankets for the Union Army.

Industry at Fayville, too, was stimulated by the coming of the railroads. The Agricultural Railroad was built through the village in 1850 under the direct influence of Fayville resident and businessman Sullivan Fay, who was a member of the company's Board of Directors, and both its Secretary and Treasurer. Fay family members continued to dominate the economic development of that part of town. Sullivan's brothers were Dexter and Francis B. Fay. Dexter Fay was a butcher, cattle broker,

and the owner of the ever-expanding Fayville Store, while Francis Fay served as Postmaster, and before moving to Chelsea (where he became Mayor), he was the major benefactor of Southborough's first public library. The Fay bonnet business continued through much of the period, as well.

In 1841, Seth Whiting came from Shrewsbury with his son John to establish one of the first brush factories in New England at Fayville. Whiting's Patent Brushes were manufactured there until 1850. In 1864, the company was re-established in Boston, and became the largest brush manufactory in the country. A comb manufacturer was employing fifteen hands in 1850, and turning out 50,000 dozen combs and 12,500 pounds of horn tips a year. The Kidder Brick Yard of the 1860s, located on Lamb Hill Road (laid out 1866), was purchased by Ball & Holman at the time of Kidder's death. Later it became known as the Framingham Brick Yard. The brick yard was located near the Framingham line off Boston Road.

By the late 1860s, as part of a regional economic center in boot- and shoe-manufacturing that was dominated by the large factories in Marlborough, Southborough's boot- and shoe industry was employing 150 people, with products valued at over \$200,000. One small ancillary enterprise, at least for a brief period, was the shoe-peg factory of Oakes P. Brown, located in the north part of Fayville by the mid-1850s. The two textile mills in the south part of town, one of which produced wicking and twine in the middle part of the century, had a workforce of nearly 100, with goods valued near \$150,000.

A significantly large number of Southborough residents, however, were still employed in agriculture. By the middle of the period, Southborough had gained a reputation as one of the best agricultural communities in Worcester County. It had prosperous orchards, with 20,000 apple trees in town by 1865. Knowledgeable horticulturalists like Dea. Peter Fay and Henry Peters, both of whom had owned and developed one of the town's prime agricultural properties in the west part of town, later known as Chestnut Hill Farm, were growing and developing prize varieties of apples and other fruits. The town was rapidly becoming known as a dairy center, and most of its farmers kept herds of cows. In 1865 nearly 150,000 gallons of milk were shipped from Southborough to Boston on the railroad. Joseph Burnett, who within a few years of his marriage established himself as Southborough's first gentleman farmer, imported one of the first herds of Jerseys in the country in 1856, and by 1870 his large Deerfoot Farm was known throughout New England for the high quality of its milk and dairy products. By the end of the period, Deerfoot Farm was also producing high quality sausage from prize pigs fed on the latest in expensive feed. Other Southborough farmers, too, were carrying on a brisk slaughtering and butcher business, with 158,427 pounds of dressed beef, 63,212 pounds of pork, and 24,580 pounds of veal produced in 1865.

A few enterprises that catered largely to a local or regional market still thrived during this period, as well. Several of them operated at full capacity in the 1860s to send products to the army during the Civil War. In 1832 Moses Sawin purchased the old Bent mill privilege on Stony Brook from the Parker family, and built or rebuilt the grist- and sawmills there, which he and his son were to operate through the end of the period. The Sawins' counterpart in the east part of town, the Nichols Mill, was also thriving, grinding several types of meal. Both the Sawin and Nichols mills also had a sideline in grinding plaster. Members of the Rice family established a sash-and-blind factory, known as the W. Baxter Rice Company, which was converted during the war by Baxter Rice to a flour mill to supply the Union troops. At mid-century a second tavern was opened at Southborough center in Heman Este's house, across Main Street from the old Winchester Tavern, which was succumbing to the temperance cause.

## Architecture

### Residential

The architecture of Southborough from the Early Industrial Period reflects both the town's general prosperity and the active construction scene, which saw local builder Benjamin Prentiss putting up over three hundred houses in and around Southborough, especially in Southville, Cordaville, and Fayville, where many 1 1/2- and 2 1/2-story, two- and three-bay gable-end workers' houses were built in Southville, Cordaville, and Fayville. Other carpenters of the period included Curtis Hyde and Lorenzo Walker.

The vernacular and high-style Greek Revival is well-represented in Southborough, in several house forms. Side-gabled, twin-chimney 2 1/2-story houses, now with 6/6 windows, wide friezes and corner pilasters, and four-panel doors with applied moldings and full-length sidelights occur in the center of town. A house with enclosed side gables, the ca. 1840 **F.W. Walker House**, stands at 6 Main Street. Several sidehall-entry gable-front houses were built with Greek Revival proportions and detailing, such as the well-preserved, 2 1/2-story, one-time **Congregational Parsonage** at 18 Main Street (1840s), and its neighbor, the mid-century **John Cotton House** at 24 Main Street, which has a facade-width porch on three Doric columns. In Fayville there are several large gable-front Greek Revival houses without porches, including the **Alfred Jones House** at 50 Central Street, the **S. Fay House** at 64 Central Street and the **E. Bigelow House** at 66 Central Street. Several illustrations of the smaller gable-front 1 1/2-story cottage with pedimented (enclosed-gable) facades were built. Among the best-preserved is the **George Jennison House** at 42 Main Street of ca. 1845-50, which has a flushboard gable. Fully-developed temple-front houses, all with Doric colonnades, are illustrated both at the town center and in the south part of town. A small version appears in the ca. 1840 **James Holland House** at 4 Middle Road, and a larger, high-style example in the house of master-builder **Curtis Hyde** at 52 Main Street (ca. 1850), with four massive unfluted Doric columns. The Hyde House has the characteristic long windows at the first story facade, a feature that also appears south of the center at the temple-front **A. J. Alden House/Hillside School** at 29 Woodland Road. Other temple-front houses in the south part of town are the **Joseph Boyd House** at 188 Southville Road, and the **J. Lowell House** at 50 Oak Hill Road.

Several ca. 1850 1 1/2-story, gable-front Gothic Revival cottages at 63, 65, 67, 69, and 71 Southville Road were built for workers at Sanford's mills in Cordaville. They all have pointed arched windows and some have shouldered hood moldings over the windows. Also, the **Charles A. Wood House** at 26 Central Street retains Gothic Revival features and a decorative verge board.

The Second Empire, while present in fewer examples than the Greek Revival, also has both high-style and smaller, vernacular illustrations in Southborough. The **Appleton/Bigelow House** of ca. 1865 at 55 Main Street is a two-story, wood-frame building of cruciform plan with a double-leafed entry and square corner tower. **Joseph Burnett's** great stone house across the street at 84 Main Street began as an 1848-1849 side-gabled building, and was raised to three stories and transformed to the Second Empire by the addition of a mansard-roofed third story and a tower in about 1860. (The little gable-front stone **shop** building of about 1848 still remains on the property, as does a Second Empire outbuilding, the **Burnett Stable** of about 1870, with a mansard roof complete with large mansard wall dormer to the hayloft.) One-story mansard cottages, a few of which may pre-date 1870, are also scattered about town.

Several Italianate residences were built in the Civil War era. The **Marsh/Barney House** at 8 Main Street of about 1856 is probably the earliest. This cruciform-plan house, with its shallow-pitched, front-gabled roof is a well-preserved example of the early-Italianate Tuscan influence. Several other



Italianate houses, such as the second **Dea. Peter Fay House** at 31 Main Street (ca. 1850s) are 2- or 2 1/2-story cross-gabled buildings, often with glass-and-panel entries in a long side-gabled wing, and multiple polygonal bay windows. The **Sullivan Fay House** of the 1860s at 21 Flagg Road makes use of both polygonal and rectangular bay windows, and has the characteristic paired brackets at the cornice line. In Southville at 246 Parkerville Road is another **Joseph Boyd House**, probably built in the 1850s, which was apparently updated by its second owner, builder Benjamin Prentiss, with elaborate brackets and an Italianate barn.

### Institutional

The present **Pilgrim Church**, a radical renovation and enlargement of Southborough's 1806 Second Meetinghouse, is an extremely well-preserved example of a wood-frame Italianate church of the late 1850s--with a quoined, imitation-stone flushboard gable-front facade and a massive square tower, belfry, and octagonal spire. Nearby, **St. Mark's Episcopal Church**, (1863), designed by Alexander Esty, is an extremely well-preserved American imitation of a small stone English country Gothic church. Between the two churches, the **Southborough Town House** (1870), also designed by Esty, is a handsome Italianate brick building with sandstone trim, a shallow mansard or double-hipped roof, and a triangular-pedimented center pavilion. In front of this stylish mid-nineteenth-century institutional complex is another work designed by Alexander Esty, a tall granite obelisk, the **Soldiers Monument**, dedicated 1867.

A one-room district schoolhouse, the **Flagg School** of 1859-60, relocated to the rear of the Town House lot in the 1890s, retains its wide gable-front proportions, and the large 6/6 window openings with heavy drip moldings.

### Commercial

While nearly all of the commercial buildings of the era have burned down or been demolished, the large mid-nineteenth-century wood-frame Greek Revival gable-front **Fitzgerald's Store** (formerly the store of the Cordaville Woolen Company), remains at 110 Southville Road.

### Industrial

The only known industrial building to survive from the period is the 2 1/2-story brick and stone **C.B. Sawin & Son Grist Mill** at 21 Boston Road, with stone-linteled windows and wide segmental-arched openings at basement level over what was apparently a mill race. The brick textile- and footwear mills that once dominated the Sudbury River banks in Southville and Cordaville have all been demolished, but significant information about them may lie at or below ground level, in the remains of their foundations, races, etc.

### Agricultural

Several barns remain from as early as the 1840s. Most are of the gable-front, New England type, but at least three side-gabled English barns probably date to this period--at 14 Oregon Road, 145 Parkerville Road, and a large, high vertical-board barn, reduced in size in the twentieth century, at 55 Flagg Road. Others of uncertain date stand at 26 Granuaile Road and 26 Lynbrook Road. The 1844 barn at the **Bemis/LaurEdo Farm** at 77 Deerfoot Road is a typical gable-front New England barn, now and possibly originally clad in wood clapboard. Among the many other New England barns of the period are examples at 135 Deerfoot Road, 99 Pine Hill Road, and a pre-1856 barn at 246 Parkerville Road, which was elaborated with Italianate detailing some years later.



## **LATE INDUSTRIAL PERIOD (1871-1914)**

### **Transportation Routes**

Few new major streets were added to Southborough's road system at the end of the nineteenth century. The most significant was Newton Street at the center, which by the mid-1890s paralleled the Agricultural Railroad north of Main Street. By the beginning of the period, the railroad had been acquired by the Boston, Clinton & Fitchburg Railroad, and by the 1880s was leased to Old Colony Railroad. A railroad crossing just south of the center depot was eliminated, making Park Street a dead-end. At the same time the northwest end of Boston Road was rerouted northward to end opposite the foot of Newton Street. Railroad service became ever more regular, with trains to and from Boston every hour by the turn of the century. Passenger stations stood along both of the main lines--the largest and most comfortable at the center, and smaller ones at Fayville, Southville, and Cordaville.

An important transportation change at the turn of the century was the establishment of three electric streetcar lines through Southborough. The first was the Marlborough Street Railway, which had tracks in place from Marlborough Junction southeast to Framingham via the old Turnpike by 1899. The trolley ran north from the old Turnpike along White Bagley Road, west on Boston Road to the new Winchester Street, then north on Newton Street and Marlborough Road to Marlborough Junction. In 1900, another branch line, operated by the Marlborough & Westborough Street Railway Company, was built southwest from Marlborough Junction to Westborough via Fisher and Ward Roads. The third, opened in 1903, was a high-speed line built by the Boston & Worcester Street Railway Co., called the Trolley Air Line. The first long distance rapid-transit line in New England, its tracks entered Southborough from Framingham through Fayville at Boston Road, followed the Turnpike to a connection with the local Marlborough line at the foot of White-Bagley Road, and from there cut southwest through open country to Westborough. Much of the Boston & Worcester raised road bed is still in place in the vicinity of Parkerville and Middle Roads, including a pair of massive granite-block abutments at Parkerville Road.

Several new side streets were laid out in Fayville from the 1870s, including Cherry, Pleasant, and Winter Street in 1872, 1873, and 1874. In 1881 the short Maple Street was laid out to reach house lots already developed behind Oak Hill Road. Many local roads in the northeast quadrant of Southborough were eliminated in the mid-1890s, when a large area was flooded by the construction of the Sudbury Reservoir. Pine Hill Road was extended south to meet Boston Street. A few new side streets were added in the east part of the center, as the former farmland in the vicinity of East Main Street was developed for housing. Newton and Winchester Streets were laid out in 1890, Meadow Lane, first known as A Street, in 1899, and Lyman Street in 1902.

### **Population**

Over the course of the period, the population of Southborough decreased, from a peak of 2,223 in 1895 to 1,745 in 1910. In 1900, there were also 405 dwellings in town, along with 1018 cows, and various other assorted livestock. The foreign-born or first-generation immigrant population was more diversified than the Irish concentration of the prior period. In 1885, there were 187 Irish, 91 French-Canadians, and 79 Nova Scotians living in town. By 1905 there were 151 Irish, 110 Italians, and 54 Nova Scotians. The first Italians arrived late in the nineteenth century to work at the Cordaville Woolen Company; others helped construct the reservoir and the streetcar tracks.

The town established its first police department in the early 1890s, paid for by the Metropolitan Water Works Board to handle the influx of outside workers brought in for the construction of the Sudbury Reservoir (see below). A fire-fighting force was also organized, with support from the Water Works Board, in 1896.

Fourteen volunteers from Southborough were sent to Cuba during the early days of the Spanish-American War. Fortunately, all returned.

### **Education and Religion**

The Late Industrial era was a time of educational reform throughout Massachusetts, and many changes occurred in Southborough's schools. In 1878 the school year was shifted to begin in the fall, rather than the spring. By 1900, the network of district schools had been discontinued, and a town-wide public school system had been established, with consolidation into fewer and larger graded schools. At that time the schools included the Peters High School, the Center and the Southville Grammar Schools, the Center Intermediate School, and four primary schools - two at the Center, one at Cordaville and one at Southville. With the consolidation into larger schools, and the replacement of outmoded one-room school buildings, some of the former district and primary schools were sold and converted to dwellings, such as the two Southville schools at 28 Highland Street and 236 Parkerville Road. Others were recycled as utilitarian buildings. One, the old Flagg School, was moved to the center in 1894, where it later found use as a fire house. In 1900 the aging Peters High School building was also decommissioned, and moved to School Street, where it later burned down. The new brick Peters High School opened that year on the same site.

By 1901 the school population had increased to the point where there were thirty-eight pupils for every public school teacher, and school space was squeezed to the limit. A larger primary school was built at 22 Oak Hill Road in Fayville in 1905, after the former Fayville school building burned down. Consolidation occurred in the south part of town when in 1912 the new **South Union School** at 31 Highland Street opened for kindergarten through eighth grade, and three smaller schools - the Southville Primary and Grammar Schools and the Cordaville Primary School - were sold and converted to residences.

Beginning in about 1870, the large Greek Revival dwelling at 29 Woodland Road was converted into a residential school for the feeble-minded. It was run by two women, Miss Mary A. F. Dana and Mrs. Knights, who may have been cousins. By the 1880s Miss Dana had married and was Mrs. Green, and by the 1890s the school was a "Home School" run by Mrs. Green and referred to as the Hillside School and also as Emmanuel School.

Two new churches were built in the mill villages of Cordaville and Southville during this period. From 1865, a second Congregational congregation had come together in Southville, and in 1871 consecrated their new building at 137 Southville Road. However, it was not until 1886 that the **Second Congregational Church** received its formal charter. In 1872, St. Matthews, a Catholic mission under the guidance of the Westborough Catholic parish, acquired a small plot of land and began construction of a church. In 1877, the Westborough parish was taken over by Father Cornelius Cronin, who saw the construction of **St. Matthews Church** to completion in 1879. Parish status came in 1886 when Father John F. Redican was appointed the first Pastor of Cordaville for a parish that included all four villages of Southborough. Soon thereafter a mission was established at Fayville for worshippers from Southborough Center and Fayville. By the end of 1887 St. Matthew's had 209 communicants and the new mission, St. Anne's, had 367. The new parish church

of **St. Anne's** was built at 20 Boston Road in 1887, and Fr. Redican continued to serve as pastor of both parishes until 1892. In 1902, after the construction of a rectory at St. Anne's, it became the official Southborough parish and St. Matthew's reverted to mission status.

Another new denomination was established at Southville by 1897 with the construction of the **Southborough Methodist Episcopal Church** at 174 Southville Road.

**St. Mark's School** replaced its original building, the much-remodeled Timothy Brigham House, with a large quadrangle in 1890. Throughout the rest of the nineteenth century the school acquired additional property, built more buildings, and enlarged the quadrangle. In the early 1900s the boarding school continued to grow in student body and real estate, adding some land and several more buildings.

### **Settlement Pattern**

Growth at Fayville mushroomed in the 1870s and 1880s, as many dwellings were built to house workers at the 1870 C. & D. Newton Boot and Shoe Manufactory, later known as the A.D. Howe Shoe Shop. By some accounts the population and housing stock of Fayville nearly doubled in this period.

Great change occurred in Southborough in the second half of the 1890s, when the City of Boston and the Metropolitan Water Works constructed the Sudbury Reservoir and its associated feeder systems to provide the public water supply for the metropolitan Boston area. At the time of its construction, this massive project formed the world's largest artificial reservoir system, covering nearly three square miles in several towns. Over twenty-three per cent of Southborough's area, nearly 2000 acres in the east, northeast, and central parts of town, most of it former farmland, was inundated by the construction of "Dam #5" near the Framingham border, north of Boston Road. The reservoir, at first called Reservoir #5, included a long west arm which followed the course of Stony Brook down from a new dam at Sawins' Mill at Deerfoot Road, and was crossed by a stone bridge at Parkerville Road and causeways at Middle, Cordaville, and White Bagley Roads. Above the Deerfoot Road dam, three miles of Stony Brook northwest into Marlborough was widened into an open channel. The Southborough channel, which was completed in 1898 after the system was transferred to the Metropolitan Water Board, was probably the most picturesque part of the long Wachusett system, which routed water to the reservoir from the Nashua River in Clinton through Berlin, Northborough, and Marlborough.

The creation of the reservoir caused the displacement of about sixty residences in Southborough, as well as the loss of a major portion of the town's valuable agricultural land. Many small farms were lost, and the Nichols Mill complex, which had a number of mill buildings and houses, was demolished for the construction of the dam. One Nichols house was moved to 260 Boston Road, where it became a boarding house for dam workers, and remains today as part of the MWRA site. In a massive house-moving effort, over twenty homes and many outbuildings on the reservoir site were relocated to dry land in 1895 and 1896. Most of them were moved to streets nearby. Several occupy the side streets of the north section of Fayville; others were moved to Framingham Road or to the new neighborhood south of Clear Hill east of the foot of Main Street that was being developed at that time by members of the Newton and Walker families. One town benefit that was an outgrowth of the reservoir construction was a municipal swimming pool, built by the Metropolitan Water Board in 1908 on former Newton family land, with a bath house given by Robert Burnett.

Beginning at the turn of the century, a moderate amount of streetcar suburb development of modest houses began to spread along the roads where the trolleys ran. Similar types of housing were built on the nearby side streets, and as infill elsewhere in town, including a few on earlier farmsteads. In the 1890s, a handful of more high-style houses were built at the north end of Latisquama Road, and development gradually spread down that street to the south in the first two decades of this century.

At the center of town, the campuses of St. Mark's and the Fay School expanded through the period. While there was considerable open land around St. Mark's where it built a major quadrangled building to replace the old Timothy Brigham House in 1890, the trend at Fay School was to acquire existing buildings and convert them to classroom or dormitory space.

Municipal improvements took place both at the center and in the secondary villages. The **Fay Library** moved out of the Town House to a new brick and stone library building at 25 Main Street in 1912, built on land donated by the Burnett family. A second town meeting hall, Fayville Hall, which was constructed in the center of Fayville in 1911, provided meeting space for the local GAR chapter, and storage space for fire-fighting apparatus.

Deerfoot Farm became a major presence on the new Newton Street when it relocated its creamery and sausage-making operations to a large brick- and wood-frame plant next to the railroad.

At the turn of the twentieth century the numbers of livestock in Southborough decreased sharply in a short time. The number of cows declined by approximately 10%, and fowl decreased by about 20% between 1897 and 1900.

While as late as 1874 Southborough had 179 farms ranging from ten to two hundred acres in size, this was the era when major portions of the north and northwest parts of town were transformed by the establishment of several large "gentlemen's farms"--rural agricultural retreats that frequently involved the consolidation of old farms into large properties under a single owner, who often lived in the city for much of the year. The largest was **Wolf Pen Farm**, the 400-acre country estate of J. Montgomery Sears of Boston, reputed to be the richest man in Massachusetts. He had married the daughter of Charles Francis Choate of Southborough in 1877, built a Queen Anne mansion in the early 1880s at the foot of what was later called Sears Road, and established a huge model farm out of several old ones that stretched north to the Marlborough line. Like most of his colleagues, Mr. Sears raised horses and had a large herd of prize cattle. For several years before his death in 1905, he was also the only farmer in Southborough to raise sheep.

Abutting Wolf Pen Farm to the west was the estate of J. M. Sears' father-in-law, prominent Boston lawyer Charles F. Choate. His **Chestnut Hill Farm**, which he acquired in 1879, spread out east and west from Chestnut Hill Road, and south across Main Street and the Stony Brook/Wachusett Aqueduct channel. There it adjoined land that had come down from the early holdings of the Johnson family--the site of several farms that were acquired in 1906-07 for another large country estate, **Lynbrook Farm**, by the grand-daughter of department-store magnate Marshall Field, Florence Field Lindsay, and her husband, Thomas Lindsay. With these three estates, the vast commercial Deerfoot Farm to their southeast, the many large farms of Southborough's native farmers with their rolling pastures and fields of hay and grain, and the smaller acreages of the town's growing number of Irish-American farmers, Southborough in the early twentieth century was truly one of the most beautiful agricultural communities in the state.



Some smaller country estates established in this era were not farmed, but nonetheless functioned as rural retreats for their wealthy owners. Many of their occupants lived in Boston in the winter, and most were connected with Southborough's most prominent families--in particular the Burnetts and the Choates. At least four of Joseph Burnett's grown children built or renovated large, stylish houses in Southborough during this era, all of which took advantage of the scenic views over the Stony Brook/Wachusett Aqueduct open channel or the west arm of the reservoir. Among them were Josephine Burnett and her husband Charles Kidder (66 Main Street--1891), Louise Burnett and her husband, Charles Choate, Jr. (43 Main Street--ca. 1910), Esther Burnett and George Peabody Gardner, who renovated the old Jedediah Parker House at 94 Main Street near the Deerfoot Road dam, and John Burnett (116 Main Street--1902). Their eldest sibling, Edward Burnett, built a high-style early Queen Anne mansion in the early 1880s on Deerfoot Farm, which burned down and was replaced by a Shingle-Style house later occupied for many years by another brother, Robert M. Burnett.

### **Economic Base**

For the first half of the Late Industrial Period, manufacturing at Southville, Cordaville, and Fayville continued to grow. The boot and shoe factories at Southville employed over a hundred people into the 1890s, where Harvey Newton continued on alone after the death of his partner, John Hartt. A new branch of the industry was started at Fayville in 1872, when Curtis and Dexter Newton made over a large barn on Central Street next to the Fayville Railroad Station into a three-story shoe factory, which was managed for years by Allan D. Howe. By 1888 it was employing 300 people, and in 1889 it made \$400,000 in sales. Nearby, the brickyard on the Framingham border continued, now under the ownership of the Framingham Brick Company. It turned out 1.5 million bricks per year into the late 1890s.

The mills at Cordaville were reorganized and acquired by the Cordaville Woolen Company in 1876, which reopened with more than 100 employees producing woolen blankets.

While these larger companies expanded, the total number of manufacturing establishments in Southborough actually diminished after 1885, when twenty-seven firms were operating in the town, in seventeen different industries employing 385 people. Over the rest of the nineteenth century, a general decline in Southborough's industrial sector occurred. By 1900 the boot and shoe factories and the textile mill in Southville had closed, and only a small plaster mill was left in that part of town. In 1890, due in part to lack of local fire protection, the leasing company of the A.D. Howe Shoe Company in Fayville was lured away from Southborough, causing the financial ruin of some of its most prominent backers. The factory stood empty until 1895, when it was made into tenement housing for the families of Italian workers constructing the reservoir. However, the entire factory/tenement burned in 1896, in a conflagration that claimed other houses and outbuildings as well as the GAR Hall on Central Street.

As noted above, Southborough's lack of fire fighting capacity contributed to the closing of the Howe shoe factory. In 1890 Town Meeting appointed a Committee on Water Supply to investigate the need for a public water supply for fire protection and pure drinking water. The committee proposed a system with a pumping station near Fayville and a stand pipe up on Oak Hill. No action was taken, however.



Most of the remaining grist- and sawmills closed during this period, although the second- and third generation of the Sawin family, Charles Sawin and his son Harry, continued to grind grain in their steam-powered, combined gristmill and grain store at 21 Boston Road across from the center railroad depot as late as 1905. The Nichols Mills off Boston Road in the eastern part of Southborough were submerged by the Reservoir and Dam in 1897.

By 1905, there were only three major industries in Southville: three small boot- and shoe factories, one woolen mill, and the plaster factory. The latter burned down that year, and was not rebuilt.

Southborough was nearly unique in the area, however, in that its largest single employer in the latter part of the Late Industrial Era was an agricultural firm, Deerfoot Farms. Under the leadership of Joseph Burnett's eldest son, Edward, who took over the management of Deerfoot Farm in 1872 upon his graduation from college, what had been at first a model family farm turned into a major scientific, progressive, and highly productive agricultural enterprise. As its Deerfoot Road dairy expanded over the 1870s and '80s, the farm established a practice of purchasing milk from local and regional farmers--one of the major reasons that dairy farms throughout Southborough were able to remain profitable well into the twentieth century. In 1875 Southborough's farmers produced over 340,000 gallons of milk, the second-highest production in Worcester County. The production of butter for market on individual farms nearly ceased by the mid-1870s, as did the marketing of beef and veal from individual farms. Local farmers still profited by selling milk for both bottling and butter-making to Deerfoot Farm, however, which utilized the latest in machinery in that very labor-intensive operation. (In 1889 alone, Deerfoot Farm produced 55,000 pounds of butter, as well as 49,000 quarts of cream and nearly 500,000 gallons of milk.) Similarly, under Edward Burnett the company's sausage production broadened from a small operation for a narrow, elite clientele to a large enterprise which, even while purchasing meat from local farmers, put out a high-priced product which could barely keep up with the increasing demand. For twenty years in the fourth quarter of the century, Deerfoot was also the single largest employer in the Southborough area, employing 500 people.

By the early 1890s, Edward Burnett had turned over the management of Deerfoot Farm to his brother, Robert. Under Robert Burnett, in 1897 the company opened a new state-of-the-art creamery and sausage plant on Newton Street which was to employ a major portion of Southborough center's work force for the next fifty years. Thanks largely to the presence of Deerfoot Farm, in 1895 Southborough ranked second in Worcester County in milk production, with 653,049 gallons.

Other agricultural production in Southborough also flourished during this period. In 1895 the town was second in the county in cabbage-raising, fourth in onions, and sixth in the cultivation of apples and pears.

Commercial development in Southborough during the period was limited to one new inn, and several small stores which catered mainly to the local trade. The general store opposite the Town House continued under Austin McMaster. The old Fay Store and Post Office property in Fayville had been acquired by Curtis and Dexter Newton by 1870, and was run by two different proprietors over the next thirty years. Members of the Jones and Brewer families sold meats and provisions in a store across Central Street in Fayville in the beginning of the Late Industrial Period. Under the name Jones & Brewer, their store operated at the former Woodbury Tavern at 75 Turnpike Road into the next century. The Cordaville Store continued to be owned by the mill owners, and operated under

independent proprietors as a general store. By 1907 the storekeeper and Cordaville Postmaster was Thomas F. Fitzgerald, who later purchased the building. Until 1890, when the Lincoln Store was opened in Southville, the Cordaville store served both villages. Lincoln's store and the Southville post office were opened in the old Southville Train Depot, which was moved to the north side of the tracks in the same year.

Toward the end of the period the first true store blocks appeared at Southborough center. In 1904, the three-story wood-frame Masonic Block, designed by George F. Newton, was built by a company headed by Francis Dexter Newton near the center depot at the west corner Main Street and Boston Road. For a brief ten years it housed several offices, a hardware and grocery store, a drug store, the Masonic meeting hall and the post office, before burning down in 1914. Another smaller store block, however, had been built the year before just to the west at 14 Main Street. For many years it housed Harry Young's general store.

In 1907, Robert Burnett hired restoration architect Frank Chouteau Brown to remodel the old Taylor farmhouse at the west corner of Main and School Streets into an inn, the Southborough Arms. For nearly sixty years, (continuing after 1927, when he and his brother, Harry, donated it to St. Mark's,) it served a consistent clientele of the families of boarding-school students at Fay and St. Marks Schools.

## **Architecture**

### Residential

Residential construction through the 1870s and the early 1880s consisted largely of a continuance of the sidehall-entry, gable-front cottage or 2 1/2-story house form. The mansard cottage was also built through the same period, with examples in Fayville at 32 Central and 4 Maple Streets, and in the east part of Southborough center at 4 Boston Road and 28 East Main Street.

Curtis Hyde was still putting up buildings in this era, as was his brother, Solomon. Other local carpenters and builders of the 1880s and 1890s were Dana Brigham, D.A. Fessenden, and Otis Leary. A few high-style buildings built in the early 1880s heralded the arrival in Southborough of the Queen Anne. The most notable is the architect-designed country house of **J. Montgomery Sears** at 1 Sears Road. Built in about 1885, this huge house has a large diagonal service wing and a great variety of window forms, dormers, and projections. One of the grandest early Queen Annes was Edward Burnett's mansion on Deerfoot Road. While the house is no longer standing, its stable/lodge at 16 Deerfoot Road remains--Southborough's only example of this very English-inspired cross-gabled type of country building, with polychrome stone first story and multiple large gables faced with patterned slate, and spanned by bands of multipane windows,.

The true Shingle Style appears in Southborough in only one example, the **Charles Kidder House** at 66 Main Street (1891), where it is combined with a number of Colonial Revival features. Shingled throughout, the walls of this hip-roofed house flare out and around elements including first-story windows; deep, shallow brackets punctuate the broad eaves.

Most other high-style houses of the 1890s are more modest Queen Anne buildings, but are still among Southborough's largest dwellings of the period. The **Works/Bacon House** at 4 Latisquama Road is a high, pyramid-roofed house with many projections, including gables, several polygonal bay

windows, and a three-story polygonal corner tower. Its typical mixture of shingle and clapboard siding, high corbeled brick chimneys, and wraparound porch on Tuscan columns, with a pedimented entrance and a turned balustrade, are probably the earliest examples of many that were to follow, especially at Southborough center. Two nearly identical gambrel-roofed clapboard and shingle Queen Annes of the 1890s stand two blocks apart at 34 and 46 Main Street (the latter has been vinyl-sided). Each employs a circular form--34 Main in a semi-circular bay, 46 Main in a corner tower.

A cluster of massive two-story houses with high hipped roofs built on Latisquama Road (at #s 10, 12, and 13), probably around 1900, employ some Queen Anne elements, but have crossed over into the Colonial Revival in their block-like forms, the symmetry of their facades, and their profuse use of classical detailing. The ca. 1902 De Clinton Nichols House at 40 Main Street is a similar house, which employs high-style Federal Revival elements, including keystoned arches, carved garlands, and a large Palladian-like window.

It is likely that many of Southborough's larger turn-of-the-century houses were designed by regional architects, such as Charles Baker of Marlborough, who is known to have designed some of the town's public buildings. Nationally-known architects were undoubtedly employed by members of Southborough's wealthiest families, such as the Burnetts, Choates, and Sears, and further research beyond the level of the historic survey will undoubtedly reveal their names. One that is known designed one of Southborough's largest Colonial Revival houses, and the only property individually listed on the National Register of Historic Places. Sarah Choate Sears hired Philadelphia architect Charles Adams Platt to design "Oakcrest," the 1913 **J.D.C. Bradley House** at 60 Sears Road (NR-Ind. 1999) as a wedding present for her daughter, Helen, and her new husband. This large seven-bay, hip-roofed stucco mansion flanked by two large hip-roofed side wings is on a par with another stuccoed house, built for **Charles F. Choate, Jr.** at 43 Main Street between 1909 and 1913. The Choate house is a sprawling building composed of a central side-gabled block flanked by a pair of hip-roofed wings, with an additional diagonal service wing. It has two major facades--one in the Federal Revival vein, with a triangular-pedimented center pavilion with a large Palladian stair window, the other a Classical Revival composition with a pedimented center portico supported on four massive Ionic columns. The **John Burnett House** of 1902 at 116 Main Street, another house with a long hip-roofed center section and two long flanking wings, is also a Colonial/Classical Revival combination. A large Palladian window above a grand semi-circular one-story portico marks its north, street facade. The south facade, overlooking the Stony Brook/Wachusett Aqueduct open channel has two-story verandas and a prominent gabled and pedimented two-story porch.

Some of the wealthiest residents of this era acquired old farms, where they took up "gentleman's" farming on a large scale, and enlarged and renovated the existing farmhouses. The most prominent were **Florence Field Lindsay**, granddaughter of Marshall Field, and her husband, **Thomas Lindsay**, who in 1907-08 transformed the handsome Federal ca. 1812 **John Johnson House** at 49 Lynbrook Road into a five-part, side-gabled, brick-ended Federal Revival building with two inner wings and two large outer wings extending to the rear.

At about the same time, Samuel Carr of Boston bought the old Chestnut Hill Farm for his daughter, **Margaret**, and her husband, **Charles Leland**. The farm had already been a progressive, gentleman's dairy farm under at least three owners since Dea. Peter Fay--including Joseph Story Fay, Jr. of Falmouth, and Charles Francis Choate, Sr. of Southborough, each one renovating its houses and building outbuildings. For the Lelands, however, Mr. Carr put up a new stucco mansion across Main

Street from Chestnut Hill Road at 130 Main Street in about 1905, overlooking the Stony Brook/Wachusett Aqueduct channel. Generally in the Arts and Crafts mode, like several of the other mansions of the period, it is a three-part house with a hipped roof, a formal facade facing the road, and another, more informal facade with a terrace and many bay windows to let in the outdoors, overlooking the scenic view to the rear. Its detail includes pergolas, flared eaves and other Chinese references, as well as the some more formal aspects Colonial Revival detailing.

#### Institutional

**St. Mark's School** demolished the much-expanded Timothy Brigham House and constructed its main building, designed by Henry F. Bigelow, in 1890. The large brick Tudor Revival structure with a half-timbered third story was originally three sided and enclosed an open quadrangle with a covered cloister. The school chapel, with a rounded end, projected southerly from the southwest corner of the cloister. Wings were added to the main building as necessary and in this period the school also moved the "old gymnasium" to School Street to serve as a barn, and built a new gymnasium off the northwest corner of the main building. Dwellings for St. Mark's staff were also built in this period, as well as a power plant with large roundheaded windows and an added coal bin wing.

The wood-frame **St. Matthew's Church** was constructed in 1879 in the Gothic Revival Style. The building consists of the six-bay main block, a smaller one-story two-bay rear addition corresponding to the area behind the altar, and slightly projecting wall gables on each long side of the building. Defining features included buttressed corners, pointed-arched fenestration, and band courses to tie together each elevation. The Gothic Revival steeple was replaced recently with a simple meetinghouse tower.

**St. Anne's Church** was built eight years later at 20 Boston Road, just east of the town center, in a very similar modified Gothic Revival style. (The building burned down in 1936, but was rebuilt to a nearly identical design the next year.)

In the early years of the twentieth century, the Town built several handsome municipal buildings, most of them brick, and most in the Colonial Revival style.

**Fayville Hall**, built in 1911 at 42 Central Street in a modified Shingle/Colonial Revival style has a distinctive front-gambrel roof with four pedimented dormers on each long side, tapered pilasters flanking the center entrance, and a large three-part, second-story window with a roundheaded blind fan over the middle window alluding to a Palladian window.

The 1912 **Southborough Public Library** at 25 Main Street, typical of many small-town municipal projects of its era, is a handsome Flemish bond red brick, flat-roofed building in a hybrid Georgian- and Classical Revival style, with limestone trim, designed by architect Alfred Cookman Cass. The wide center recessed entry of its symmetrical facade is set off by a pair of tall Ionic unfluted half columns in antis. The stylish architectural trim includes paired brick pilasters beside the entry, triple pilasters at the front building corners, and a limestone entablature with a wide, three-part frieze embellished with laurel wreaths.

The Classical Revival **South Union School**, built in Southville in 1912-1913, is one of few brick buildings in the southern villages of Southborough. It consists of a flat-roofed brick block with a wide cornice and parapet, and a broad projecting central pavilion in which there are strings of four windows centered at each level with flanking entrance bays.



### Commercial

During this period, the ca. 1850 wood-frame, Gothic Revival Southville Railroad Station was moved to the north side of the tracks and converted to **Lincoln's Store** at 260 Parkerville Road. While a few other store buildings of the period, such as the 1904 Masonic Block at the center, are gone or unrecognizable due to later alterations, **Young's Store** of 1912-13 still stands at 14 Main Street as the town's only example of a store type typical of the early twentieth century--the long two-story rectangular wood-frame building with a flat roof, prominent cornice, and three-part storefront with large display windows flanking a center, recessed entry.

### Agricultural

Several large agricultural outbuildings, both modest, vernacular structures and state-of-the art, scientific buildings, were built in Southborough during the Late Industrial Period. Many are gone, including all of the huge structures developed in the 1870s and 1880s on Deerfoot Farm by Edward Burnett--among them a huge cow barn and a Shingle Style boarding house. Others, however, remain to illustrate the agricultural methods and philosophies of both the local and the country-estate farmers.

Although most of its huge clerestoried dairy barn was torn down in 1996, **Stony Brook Farm** at 67 Northborough Road retains a cluster of several types of late-nineteenth- and early-twentieth-century woodframe farm buildings that are typical of the Southborough region, including a large, high, vertical-board English cow barn with a leanto tie-up bay; a small cross-gabled, clapboard milk house; a gable-front hay barn; a similar horse barn, and two smaller ramped buildings on high fieldstone basements--possibly a late-nineteenth-century hog house and granary.

Several examples of late-nineteenth-century gable-front English barns remain in good condition, either attached to buildings, such as at the **John Chamberlain House** at 56 Flagg Road, or free-standing, like the 1890s barn of **Michael Maley** at 38 Boston Road. Stucco barns and stables were popular on the estate farms toward the turn of the century. Examples still exist in the **Gardner Barn** of ca. 1895 at 96 Main Street (converted to a dwelling), and at the large ca. 1890 barn at Montgomery Sears' **Wolf Pen Farm**, which has two cross-gabled wings, and incorporates a circular silo with a conical roof. The early-twentieth-century Shingle-Style stable at the **Charles Choate, Jr.** estate at 43 Main Street also has two stall wings. Their gable ends are clad in stucco, which extend into a 5-foot-high wall across the space between them to form a courtyard enclosure.

### Engineering structures

The **Sudbury Reservoir**, opened in 1898, lies primarily in Southborough. It fills much of the northeast section of town with a picturesque body of water surrounded by wooded banks and dotted with islands. Local roads are carried across its scenic southwest arm on earthen causeways, and across the Wachusett Aqueduct open channel in the central and northwest part of town on granite-block bridges and culverts. The largest single engineering structure of the system is the high granite-block Sudbury Dam. One of two small regulating dams, located just west of Middle Road, is a semi-circular, granite-block structure. The Marlborough Filter Beds, mostly located in Marlborough, cross the border into Southborough, as well. The entire system was listed on the National Register in 1990.

The raised roadbed of the Boston & Worcester Trolley Line of 1902-03 still marks the landscape in places in the southwest part of town, and a pair of high granite-block abutments remains at Parkerville Road.





## EARLY MODERN PERIOD (ca. 1915-1945)

### Transportation

Even after the addition of freight service along the Trolley Air Line in 1912 and a steady business through World War I, all the regional electric streetcar cars lines folded with the advent of the automobile age. The shorter lines shut down in the 1920s, and the Air Line ceased operation in 1932, its demise precipitated by the building of a new four-lane state highway, Massachusetts Route 9, along the line of the old Boston & Worcester Turnpike. Landscaping for the entire length of Route 9 was subsequently provided by funds under the National Recovery Act of 1933.

By the 1930s, other regional and local roads were gradually improved for automobile traffic by widening and straightening, and were routinely oiled in the summer to keep down the dust. The first to be paved were two other state roads, Route 30 along Main Street/Boston Road, and Route 85 along Marlborough and Cordaville Roads.

Even train travel was affected by the growing dominance of the automobile. Passenger service gradually declined, and the passenger depot at Southborough center closed down during World War II.

### Population

Between 1900 and 1920 the population of Southborough dropped from 1,921 to 1,838. By 1925 it was on the rise, to 2,053, but dipped again during the Great Depression of the 1930s. There was only a slight increase overall between 1915 and 1940, rising by 333 persons to 2,231.

114 men and one woman served in the armed forces during World War I, which was strongly supported by the town's citizens. On the third Liberty Loan drive, Southborough was the first town in New England to raise its quota. During the Second World War, twenty-seven men from Southborough were taken as prisoners of war. Fifteen from Southborough died, as well as forty-nine alumni of St. Marks and the Fay School.

In 1922, a village improvement society, the Southborough Village Society, was formed, with the Rev. John Lockett, the Congregational minister, as its first President. A major supporter of the Society, Charles Francis Choate, Jr., purchased the property at 28 Main Street, with a 1906 Shingle Style house on it, and donated it to the society for use by the society as the **Southborough Community House**. He also paid to build an addition to the building for the Leo L. Bagley Post of the American Legion, designed by Charles M. Baker.

The Southborough Farmer's Club, which had become inactive, was rejuvenated with the thriving state of local agriculture in 1919. There were 62 charter members. Meetings conveyed information on cooperative purchasing of grains; the raising of various types of livestock; fertilizers; and gypsy moth control. Members spoke on orcharding, bee-keeping, and the pros and cons of daylight savings time. Many who were responsible for recharging the Farmer's Club were bankers, lawyers, and businessmen with winter homes in Boston. The last big Farmer's Club event was the Town's 200<sup>th</sup> Anniversary in 1927 when C. F. Choate, Jr. and Henry Ford each showed a yoke of oxen. Soon thereafter the Farmer's Club folded, coincident with Choate's death. However the local Grange, which had been formed about 1900, continued, and in 1928 put on the old-fashioned cattle show and fair, called the Southborough Cattle Show, Grange Fair and Horse Show, that the Farmer's Club

members had been planning. The fall Grange fair was a well-attended local yearly event into the late 1940s, and included vegetable and fruit exhibits in the Town House, and country fair activities on the grounds.

In the 1920s, Southborough finally established a combined fire and water department for municipal fire protection and the delivery of pure and safe water. First formed in 1923 as the Fayville Fire and Water District, it was expanded to a town-wide system, the Southborough Fire and Water District, in 1930. Shortly afterward the Town built a pumping station at 112 Turnpike Road and two standpipes, at Oak Hill and Clear Hill. In 1927, the town built its first major **firehouse**, at 5 Main Street.

Educational philosophy and organization continued to change during this period. Industrial arts had been added in their own wing at the high school in 1909, and in 1930, the **Peters High School Annex**, a large new school building just north of Peters High School was opened to serve the lower grades at the center, which had still been housed in classrooms at the high school. The Fay School expanded in the early part of the period, when it tore down the old Winchester Inn, and built a large brick dining room/dormitory, designed by Edmund Q. Sylvester, at 48 Main St in the late 1920s.

In 1915 the Fayville Baptist Church was lost to a fire that had started in Mabel Bigelow's nearby barn. The congregation completed a new church at 54 Central Street in 1920. A barn from the Francis Wright property at 77 Turnpike Road was moved down to the new location on Central Street and incorporated into the new building.

During World War I the two protestant Southville congregations of the Second Congregational Church and the Methodist Episcopal Church had held joint services. In 1922, they formally united to form the Federated Church of Southville. They continued to hold worship services in the Second Congregational Church building and sold the Methodist church to the Masonic Lodge Building Association, which named it **St. Bernard's Lodge**.

The Great Hurricane of 1938 blew down many large trees, devastating the landscaping at the Common, and knocking over many of the old markers in both the Old Burial Ground and the Rural Cemetery. It also severely damaged crops, orchards, and many farm buildings.

### **Settlement Pattern**

There was little residential development in Southborough between the two World Wars. Most of the growth consisted of small bungalows and cottages on or near the Marlborough Road corridor, with some infill continuing on small lots in Fayville and the east part of the center. With the exception of the ca. 1935 **Perkins/Kennedy/Priest House** at 18 Lovers Lane, no more country estates were established.

The beginnings of Route 9 as a commercial corridor to serve automobile travelers were evident in the establishment of several gas stations and restaurants along that regional auto route. In the late 1930s, two Shell gas stations, called the "Twin Shells", were opened opposite each other. In the same era a Route 9 roadhouse, with both a restaurant and dance club, the Lobster House, was a popular regional attraction.

In the early 1940s, with the building of the Quabbin Reservoir to the west of Worcester County, the Sudbury Reservoir was downgraded to back-up status and fishing was again allowed. In 1940, the Hultman Aqueduct was completed from the Wachusett Aqueduct open channel in Marlborough through Southborough on its way east to the Norumbega Reservoir.

### **Economic Base**

Southborough continued to have a primarily agricultural economy through the entire Early Modern Period, both dominated and sustained by Deerfoot Farms. Deerfoot's operations had been divided into two separate companies in 1904--Deerfoot Farms Co., which ran the huge dairy farm south of Main Street between the Aqueduct/Reservoir and Route 9, and Deerfoot Farm Creamery, which bottled the milk and cream, and produced the butter and sausage at the plant on Newton Street. In a carefully-negotiated deal in 1929, both companies were acquired by National Dairy Products Corp., one of the five largest dairy conglomerates in the country. Under the new ownership, Deerfoot continued to operate under its old name into the middle of the century. Its large local work force was retained, with 125 employees in 1930, and the practice of purchasing milk from local farmers continued--a major factor in helping many of Southborough's independent farms survive through the Great Depression of the 1930s.

At a time when many independent dairy farmers in New England were being put out of business by the large national companies, some of Southborough's individual farms actually expanded their dairy operations. James Johnson's **Stony Brook Farm** at 67 Northborough Road had a herd of 126 head as late as 1936, which were housed in one of the largest barns in the Southborough area. In the 1920s some farmers added large cowbarns of the gambrel-roofed type promoted at that time by the U.S. Department of Agriculture. In 1930 the old Fay farm on Framingham Road was acquired by Arthur J. St. Maurice, who called it **Willow Brook Farm**, and raised several types of livestock over the years, including Texas longhorn cattle, Appaloosa horses, and buffalo. Mr. St. Maurice was among several who also operated a roadside farmstand--a type of agricultural outlet made possible by the increase in automobile traffic on the main thoroughfares. In a trend seen throughout the region, poultry raising had become increasingly popular by the beginning of the period, and continued as an important primary or secondary agricultural focus of many farms right through the 1930s. A few farms shifted back and forth in response to changes in economic forces. A small farm at 19 Richards Road, for instance, was a poultry farm at the turn of the century into the early 1920s, when John Watkins developed a dairy farm there.

The manufacturing sector of Southborough's economy continued to decline during the period. The last boot and shoe factories closed down by the 1920s, and the Cordaville Woolen Company ceased operations in 1928, when it auctioned all of its holdings. By that time the mill had been expanded to 40,000 square feet of manufacturing space in two brick buildings. The company real estate included many other buildings, such as an office building, blacksmith shop, 13 dwellings, and about 118 acres of open land. For a short time the mill was occupied by a manufacturer of soaps and dyes, and later by a shoddy (recycled fiber) mill, owned by Bernie Cotton, of Worcester. It was finally vacated in the 1930s.

Southborough's commercial activity remained primarily local. A hay and grain store continued through most of the period in the old C.B. Sawin & Son grist mill building at 21 Boston Road, and the Masonic Block, which had burned down in 1914, was replaced by another corner business block, the one-story **Newton Building**. Both were part of a small commercial cluster at the center between the foot of Main Street and School Street, where a hardware store, grocery store, ice-cream parlor

and variety store, as well as the main post office, were located through the end of the period. The Fayville store and post office also continued, bolstered by the auto traffic on Route 9. By the 1930s it had shifted to a new location east of the old Dexter Fay Store and Post Office which was demolished in the 1930s. The last owner of the old store and post office site, Bill Wentworth opened a gas station there in the mid 1930s.

## Architecture

### Residential

With a few exceptions, dwellings constructed in Southborough in the Early Modern Period are modest, vernacular buildings that utilize the popular styles and house forms of the day. From the World War I years through the mid-1920s, the largest number of houses built in town were Craftsman Bungalows. They appear primarily in two types--the long, deep, hip-roofed bungalow, its roof planes pierced by hip-roofed dormers, and its sides articulated by shallow bay windows. Good examples are located at 5 Cordaville Road and at both 76 and 85 Marlborough Road. The deep, side-gabled bungalow design is also present in significant numbers, especially along the streetcar line from upper Boston Road to Marlborough via Marlborough Road. This house form also invariably includes at least one dormer--usually large, and centered over the facade. 37 EastMain Street is a nearly intact example, as is a diminutive version at 124 Marlborough Road, both of which retain their shingled siding. Both of these bungalow types incorporate a facade-width front porch, usually sheltered by the front end of the roof slope. All the bungalows, including a smaller, less numerous gable-front type, tend to have exposed rafter ends at the roof eaves, and various degrees of subdued Colonial Revival embellishment, mainly in the form of Tuscan columns or colonnettes at the porches. There are a few distinctive variants, such as 97 Turnpike Road, a shingled Bungalow with a concave sweeping roof and stone through-cornice chimney, and 22 Edgewood Road, which has similar features.

A few American Four-Squares--two-story, block-like buildings, with the characteristic pyramidal roof--were built, primarily along the streetcar routes, between 1905 and 1920. A pair dating to about 1915 at 76 and 78 Newton Street are both two- by two-bays, with parged foundations, and have broad, overhanging roofs with a single hip-roofed dormer on the front and rear slopes. The hip-roofed facade-width porches are also typical--the porch at #76, like many on both Four-Squares and Bungalows, has been enclosed, but the one at #78 is still open, and retains its double and triple Tuscan colonnettes.

Several modest gambrel-roofed Dutch Colonial houses, nearly all built in the second half of the 1920s, are located throughout the town. Among the most intact are 4 Winter Street and 45 and 51 Turnpike Road. The house at 51 Turnpike Road has a brick first story and shingled second story.

The Early Modern Colonial Revival is also primarily represented by modest examples, some of them quite well preserved, such as a house built by **Charles H. Newton, 2nd**, probably during the 1920s, at 10 Lyman Street. This is a three- by three-bay, side-gabled house with a rear leanto, a gable-roofed, glassed sunroom on the north end, and Federal Revival detailing in the elliptical fan above the entry. 11 School Street is another good example, in a design quite similar to a factory-built house offered by Sears Roebuck in its 1921 mail-order catalog. Characteristic of many of these "modern colonial" two-story, side-gabled houses are the symmetrical facade with paired and triple windows; the broad, overhanging, unboxed eaves; the exterior end chimney that rises through the roof overhang; the pedimented entry canopy on Tuscan columns; and a one-story balconied "sun parlor" or "dining porch" that appears at the south gable end of 11 School.

The one identified mansion on a country estate that dates to this period is the brick Colonial Revival **Perkins/Kennedy/Priest House** at 18 Lovers Lane, built about 1935. This is a 2 1/2-story, side-gabled building with a slate roof, two massive ridge chimneys, and a succession of two smaller east wings. The entry is a handsome Federal Revival example with an open pediment above a semi-circular louvered fan and flat pilasters with molded capitals. Also standing on this property is the last of Southborough's high-style U-plan stables--a one-story, shingled building with seven intact box stalls facing the stable yard between the wings. Each stall has a large tongue-and-groove "Dutch" door, sheltered under the deep overhang of the gabled roof.

### Institutional

The hip-roofed brick firehouse built by the Town in 1927 at 5 Main Street still stands, its three large segmental-arched facade openings now filled with glass for the building's conversion to a restaurant. The **Peters High School Annex** of 1930 is another handsome hip-roofed brick building--a two-story Federal Revival structure with large Palladian windows on the ends, and other fenestration grouped within large blind, keystone arches in a shallow pavilion in the center of the facade. Both the firehouse and the Peters High School Annex were designed by Architect Charles Baker.

St. Mark's School continued to expand, and in ca. 1915 added the **Armour Building** - a baseball cage - and in 1935 the **Elkins Field House** which completed a second quadrangle north of the first. The Elkins Field House is a Classical Revival design with projecting entrance pavilion, decorative pediment, polygonal clock tower, and an open arcade connecting to the other nearby athletic facilities. The school also built several houses in this period, including the present Headmaster's House, a brick Georgian Revival dwelling at 41 Marlborough Road. The Fay School added the large Georgian/Classical Revival brick **Dining Room/Dormitory** building, designed by Edmund Sylvester, at 48 Main Street in 1926.

In 1920 the **Fayville Baptist Church** was completed at 54 Central Street. It was a modified version of the one that had burned, using the Greek Revival form with a slightly projecting entrance portico and heavy tapered columns and pilasters carrying the pediment with elaborated entablature.

### Commercial

After the 1914 fire destroyed the Masonic Block at the corner of Main Street and Boston Road, it was replaced by another, very different business block--the one-story, stucco **Newton Building**, with high, steeply-pitched roofs, bands of windows, and a curved corner entrance.

Gas pumps appeared at several locations in town by the 1930s. Only the small buildings remain from the 1940s "**Twin Shells**" on Turnpike Road/Route 9, now converted to other commercial uses. The concrete-block filling station at 29 Boston Road still has the box-like form of a World-War-II-era filling station and oil company, and retains some large-pane multi-light windows with brick sills. **Ted's Garage**, a square, concrete-block auto repair garage of about 1920 is illustrative of several which were built in town in the Early Modern era.

### Industrial

The **Deerfoot Creamery Garage** of ca. 1928 at 28 Newton Street is all that remains of the Early-Modern construction at this important industrial facility. As a flat-roofed concrete building, it is typical for its time, with its walls divided into large bays by wide, raised concrete bands, and the roof still trimmed with a wood, molded cornice and heavy, exposed girder- or rafter-ends.



### Agricultural

Building slowed on Southborough's farms during the Early Modern period, but there are some notable examples of 1930s and '40s gambrel-roofed barns that were built to Department of Agriculture recommendations at 77 Deerfoot Road, 120 Northborough Road, 48 Fisher Road, and opposite 123 Middle Road. This was also an era of silo-building, few of which remain. The Fisher Road barn, however, is still accompanied by two silos--one a circular stave silo, the other with battered sides--and a ca. 1920s round tiled silo remains from the Leland period of ownership of Chestnut Hill Farm. A two-story poultry barn remains from this period at 153 Middle Road, and there are several extant milk houses, which in the early twentieth century were required by law to be separated from the main dairy barn. The milk houses are all small, one-story buildings, with either gabled or hipped roofs. Good examples remain at 30 Jericho Hill Road, at **Stony Brook Farm** at 67 Northborough Road, at **Stonedale Farm** at 48 Fisher Road, and a stone example at the **Watkins Farm** at 19 Richards Road. The Stonedale milk house is constructed of the rock-faced concrete block popular in the early part of the period. A slate-roofed, stone milk house at 124 Turnpike Road is part of an outbuilding cluster that also includes a stone wagon shed and a shingled gable-front, stone-sided roadstand.

## **MODERN PERIOD (1945-2000)**

### **Transportation routes**

In 1955, the south part of town was bisected by another major transportation route, when the Massachusetts Turnpike/(later I-90) was built through Southborough, with interchanges to the east in Framingham, and southwest of the town in Hopkinton. A decade later, in 1964, I-495 cut north to south through the west part of town. The I-495 corridor included an interchange at Route 9, setting the stage for another major widening and upgrade of the old Boston & Worcester Turnpike route into a corridor for business and office-park development toward the end of the century. In conjunction with the I-495 construction, a new section of Main Street/Route 30 was built from the foot of Northborough Road to the west end of Ward Road. The bypassed section of the old road became two short dead-end streets--Lynbrook Road east of the highway, and Granuaile Road to the west.

Passenger service on the railroads through Southborough ended at mid-century. Freight trains, however, still pass through the south part of town on the former Boston & Worcester/Boston & Albany tracks, and north through the center to Marlborough on the tracks of the old Agricultural Railroad. In the mid-1990s, planning was begun for the re-introduction of passenger service between Boston and Worcester through Cordaville and Southville, with an upgrade of the roadbed underway by 2000.

### **Population**

The population of Southborough rose nearly eighty per cent between 1940 and 1960, to just over 4000 people. It had increased by another two-thirds, to 6,193, by 1980, and stood at over twice its 1960 level, nearly 8,500, as the twentieth century ended. After over two and a half centuries as an agricultural community, Southborough in the twenty-first century is no longer a rural town.

In the Modern Period the town has undertaken a series of major municipal projects, largely driven by the continuing population increases. Over the years, numerous other town-wide efforts have also been spent dealing with changes beyond the town's control, including some natural disasters.

A tornado on a track northeast from Worcester hit Southborough on June 9, 1953. Winds of up to 400 miles per hour devastated sections of Route 9, Parkerville, Middle, Woodland, Cordaville, Mt. Vickery, and Breakneck Hill Roads before dying out just east of Central Street. Three people in Southborough were killed, and seventy-five were injured. Thirteen buildings at Davco Farm were leveled, and the Fayville Post Office was destroyed. Two years later, the hurricane of 1955 also caused tremendous damage, and flooded Route 9 for two straight weeks.

That fall, the junior high grades, along with the upper elementary grades, moved out of the Peters Annex to the new Woodward School on Cordaville Road. The lower grades for the south part of town were housed at the South Union School, and grades one and two for the rest of town occupied the Peters Annex. The annex remained the main elementary school for the center of Southborough until 1970, when the Neary School opened on Parkerville Road, joining the Finn School to its south, built in 1965. Peters High School itself was closed in 1959, when Southborough students began attending the new Algonquin Regional High School in Northborough. The South Union School closed in 1982, and thanks to the efforts of the Southborough Arts Council, it was converted to a regional arts center, the Southborough Cultural Arts Center. The junior high grades were reorganized in 1998, when the town opened the Trottier Middle School for grades 6 through 8. At that time, Finn was closed for renovations, and its elementary classes were moved to the Woodward School.

St. Marks and the Fay Schools also underwent expansion in the middle and late twentieth century, with the addition of several architect-designed academic buildings that have increased the campus-like character of lower Marlborough Road and Main Street at Middle Road. On part of Wolf Pen Farm, the Southborough School for Girls opened in 1972 as a boarding/preparatory school closely associated with St. Mark's. Its classes were held in the Bradley Mansion at 60 Sears Road, and new dormitory buildings were built nearby. At the same time the Fay School began taking the first steps toward coeducation. Southborough School for Girls closed by the mid-1970s, when it was absorbed into a fully coeducational St. Mark's.

In other institutional changes, a new post office was built at 67 Turnpike Road to replace the post office that had been destroyed in the 1953 tornado. Also a new post office was built at the town center at 5 Main Street in 1964. The Peters Annex building reopened as the Southborough Police Station in 1971. The 1900 Peters High building was demolished in 1962, and was eventually replaced on the site by a new fire station, which opened in 1978.

Southborough's religious institutions underwent some fundamental changes in the Modern Period, and two new ones were added. In 1949, St. Marks became a full parish church of the Boston Episcopal diocese. In 1957, St. Matthews regained full status as a Catholic parish. The Fayville Baptist Church closed its doors in 1967, leaving Southborough without a Baptist church until 1987, when a new Baptist congregation, the Saxonville Baptist Church, relocated from Framingham. The church built a new sanctuary, the Chapel of the Cross, at 9 Cordaville Road in 1993. About 1980, the Johnson/Lindsay House on Lynbrook Farm (49 Lynbrook Road), was purchased by L'Abri, a non-profit organization for independent Christian study that had been founded in the 1950s by a group of Americans in Switzerland. Since that time it has been used as a retreat.

Several men from Southborough were killed in the Korean War in the early 1950s, and three died in the Vietnam War in the late 1960s.

### **Economic base**

In 1947 the Deerfoot Farm dairy operations relocated to Newton, Mass., where they ended in 1959. In 1956, Deerfoot's Southborough property was sold to Hygrade Food Product Corporation, which continued making Deerfoot sausage at the Newton Street facility in Southborough until 1969, when Deerfoot Farms closed altogether, after over a century of operation. A small farm on the south side of town was purchased by Ray Davis in 1949 at 60 Breakneck Hill Road. He took over an apple orchard, moved his bee-keeping business to Southborough, and also raised cattle. Today the property the Davis family calls **Davco Farm** maintains a herd of Belted Galloways and also runs a bee-keeping supply business.

Traditional industries had virtually disappeared from Southborough by mid-century, and by the 1980s most of the town's work force commuted to jobs outside of town. At the same time, high-tech office-park development along Route 9 was bringing in tax dollars, along with a transient day-time population which supported local businesses. Today Route 9, still known locally as Turnpike Road, is lined with new office parks and scattered retail complexes.

### **Settlement pattern and architecture**

The story of changes in Southborough since World War II has been similar to that of many rural communities in Massachusetts located midway between Boston and Worcester. For many years, they were partly protected from rapid mid-century suburbanization by their distance from the major employment centers, and the pace of new building in many of these towns was fairly gradual through the 1960s. In Southborough, some houses were built on small infill lots at the center and in Fayville during that time, including groups of two to four buildings at once, usually small Cape Cod cottages or ranch houses. Typical clusters of this type appear on Breakneck Hill Road, Middle Road, School Street, and Oak Hill Road.

Among several local builders and developers were the Bartolini brothers, who constructed many Capes and ranch-style houses of modest size for the growing population in the 1950s and 1960s. On Breakneck Hill Road where their father, Angelo Bartolini, had built a stuccoed, terraced house in a late 1930s Italian Revival style, the brothers went on to build houses for themselves and for others. Eventually they were to establish themselves as Bartolini Construction. Other small groups of houses were constructed on the outlying roads, many of them intended for existing town residents establishing new homes. The largest mid-century subdivision development took place in the south part of town in the 1960s, where several streets were laid out south from Richards Road, and built up with tract housing in three or four basic designs, all variations of ranch- and split level houses.

In the last quarter of the century, the pace of housing development in Southborough quickened. In 1969, Deerfoot Farm closed, and the division of much of its land between Main Street and the Turnpike was begun. In 1975 most of the vast Wolf Pen Farm was sold at auction. The development of several subdivisions of large houses there on large lots on both sides of Sears Road is only one of several examples of a late-twentieth-century trend toward converting Southborough's former farms to neighborhoods of high-priced single-family homes. The owners of Lynbrook Farm and Chestnut Hill farm died in the middle part of the century, as well, and their heirs sold large parcels of land for residential development. Several smaller farms, such as the 29-acre Willow Brook Farm at the old Fay House on Framingham Road, which was sold off in 1979, were also developed toward the end of the century.

The rising demand for house sites convenient to the Boston-area high-tech corridor along I-95 and subsequently along the outer belt of I-495 caused a dramatic rise in land values in Southborough in the final decades of the century. More farms have been sold for development, and the last remaining farmers have held on to their farms only by selling off some of their acreage. The result has been a settlement pattern of striking rural/suburban contrast, in which old farmsteads and fields now stand against a backdrop of modern houses. At the turn of a new century, true agricultural vistas survive only in pockets of Southborough. One exists at Chestnut Hill Farm, where most of the main barns and stables still stand (though converted to residences), and hay fields still stretch to either side of Chestnut Hill Road. On Northborough Road adjacent to I-495, hay fields still thrive on the much-reduced Stony Brook Farm, and cows still graze on pastures of the Byard/Johnson Farm. A herd of Belted Galloways still occupies Davco Farm on Breakneck Hill Road, where most of the pasture land and remnant orchards have been protected by permanent conservation restrictions; cows are pastured on the rocky hillside north of Fisher Road; and pastures linger on Richards Road, although the former Watkins Farm is in the early stages of residential development.

Mushrooming single-family residential construction has been only one type of late-twentieth-century change in Southborough. After a planning study was done in 1962, a wide corridor along the old Turnpike/Route 9 was re-zoned for office-park development. Since that time several large office complexes have been built adjacent to what has been upgraded to a third high-speed highway through town. Some old farmsteads, including clusters of buildings on the Harlow/Hutt Farm and LaurEdo Farm (123 Middle Road, 77 Deerfoot Road) still remain just north of Route 9, providing another modern-day juxtaposition as they look down on the recent office- and commercial buildings that stand on their former fields and pastures along the old Turnpike.

In addition to its destruction of farmland, the recent building boom has not been kind to many of Southborough's historic buildings. With some notable exceptions, such as the old **Woodbury Tavern** at 75 Turnpike Road of ca. 1808 and the 1840s **Willard Chamberlain House** at 361 Turnpike Road near the I-495 interchange, nearly all of the nineteenth-century houses that once dotted the Turnpike have been demolished. A few venerable buildings, such as the **Fay House** on Willow Brook Farm, which dates to at least the eighteenth century, have been carefully preserved as part of modern development plans. Others, however, most recently the eighteenth-century **Francis Fisher House** at 22 Fisher Road, have been replaced by entirely new buildings. In all, at least seventeen of the eighteenth- and nineteenth-century buildings that were included in the 1971 historic resource inventory for Southborough have been demolished or otherwise destroyed.

On the other hand, Southborough's residents at the turn of the twenty-first century have cherished the local historic resources that remain. Several organized efforts have managed to preserve important buildings and structures, and are engaged in planning for the preservation of the town's historic character in the future. In 1967, for instance, the local Rotary Club restored the eighteenth-century **Town Pound** as a Veterans' and Citizens' Memorial Garden. The Cordaville Railroad Station, though it no longer contributes to the village character of the old mill village, was preserved by being moved to Dublin, New Hampshire in 1970 for a public library. Both the Southborough Historical Commission and the private, non-profit Southborough Historical Society are active in local preservation efforts. Both recently collaborated in the 1999 restoration of the old Flagg Schoolhouse as a Historical Society museum and library, which also provides a repository for the Commission files.

Many historic municipal buildings are still used by the town, including the Peters High School Annex, which reopened in 1971 as the Southborough Police Station, and the 1911 Fayville Hall, which now operates as a senior center and VFW headquarters. The Town has also participated in the preservation of several former municipal buildings by facilitating their conversions to other uses, and at times other owners. In the early 1980s, for instance, the 1912 South Union School became the Southborough Cultural Arts Center, and the Southborough Center Fire Station was developed as a restaurant.

The 1962 Master Plan was updated in 1988, and planning efforts in Southborough continue to include the preservation of historic character and open space as priorities. Prior to updating the Master Plan in 1988, the Southborough Main Street Association actively worked to preserve the small-town character of all parts of town. In 1994, a report on Preserving Southborough's Rural Character was produced for the Selectmen and the Rural Preservation Task Force. The report recommended a variety of zoning and regulations changes to preserve open space and rural character, an effort which is still being implemented.

Today, people are attracted to Southborough for the same reasons turn-of-the-century city dwellers saw the town as a place of retreat from urban life--its remaining rural character, scenic views and vistas over the open land and waterways, and the allure of its historic architecture. At the same time, the town is still being shaped by many of the same factors that were present earlier in its history. The presence of improved transportation access to employment centers via I-495, Routes 9 and 30, and the Massachusetts Turnpike make Southborough a major attraction for commuters looking for a small town to settle in. If development pressure threatens the very subject of that attraction through the further loss of historic buildings and landscapes, however, it is to be hoped that the knowledge and awareness made possible by the community-wide Historic Properties Survey, combined with the ongoing efforts of local citizens, will help to counteract that threat.