

MHC Reconnaissance Survey Town Report

HADLEY

Report Date: 1982

Associated Regional Report: Connecticut Valley

Reconnaissance Survey Town Reports, produced for MHC's Statewide Reconnaissance Survey between 1979 and 1987, introduce the historical development of each of the Commonwealth's municipalities. Each report begins with an historic overview, a description of topography, and political boundaries. For the purposes of the survey, the historic period has been subdivided into seven periods: Contact (1500–1620), Plantation (1620–1675), Colonial (1675–1775), Federal (1775–1830), Early Industrial (1830–1870), Late Industrial (1870–1915), and Early Modern (1915–1940/55). Each report concludes with survey observations that evaluate the town's existing historic properties inventory and highlight significant historic buildings, settlement patterns, and present threats to these resources. A bibliography lists key secondary resources.

Town reports are designed for use together with a series of town maps that demarcate settlement patterns, transportation corridors and industrial sites for each historic period. These maps are in the form of color-coded, polyester overlays to the USGS topographic base map for each town on file and available for consultation at MHC. For further information on the organization and preparation of town reports, readers should contact MHC.

Users should keep in mind that these reports are now two decades or more old. The information they contain, including assessments of existing knowledge, planning recommendations, understanding of local development, and bibliographic references all date to the time they were written. In some cases, information on certain topics was not completed. No attempt has been made to update this information.

Electronic text was not available for digital capture, and as a result most of the reports have been scanned as PDF files. While all have been processed with optical character recognition, there will inevitably be some character recognition errors.

The activity that is the subject of the MHC Reconnaissance Survey Town Report has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior. This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, disability or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity or facility as described above, or if you desire further information please write to: Office of Equal Opportunity, National Park Service, 1849 C Street, N.W., Washington, D.C., 20240.



MASSACHUSETTS HISTORICAL COMMISSION

William Francis Galvin, Secretary of the Commonwealth

Chair, Massachusetts Historical Commission

220 Morrissey Blvd.

Boston, MA 02125

www.sec.state.ma.us/mhc

mhc@sec.state.ma.us / 617-727-8470

MHC RECONNAISSANCE SURVEY REPORT

DATE: JULY, 1982

COMMUNITY: HADLEY

1. TOPOGRAPHY:

Hadley is situated within the Connecticut River Valley. Local terrain consists primarily of flood plains with elevations rarely reaching over 150 feet above sea level. These lowlands have historically provided local residents with some of the most productive cropland in the Connecticut River Valley. The only local uplands are Mt. Warner (514') and the Holyoke Range (878') located in north central Hadley and along the town's southern border. Throughout the town's history, the rugged Holyoke Range has been a major barrier to direct overland travel between Hadley and South Hadley. The sole major break in the range is on its western periphery. The only areas of marshland are the Great Swamp situated in the northeastern corner of Hadley and a narrow tract of swamp located on the southern portion of the Hadley village peninsula. Hadley falls within the Connecticut River drainage with area streams and rivers flowing into the Connecticut which demarcates the town's western boundary. Most notable are the Fort and Mill rivers which enter Hadley from Amherst. The town's sole freshwater body is Lake Warner located at the northern foot of Mt. Warner. Local soil consists primarily of a sandy alluvium, excluding the sandy loam of the uplands.

11. POLITICAL BOUNDARIES:

Originally part of Northampton lands called Norwottuck on east side of Connecticut River in 1658. Granted to Connecticut settlers in 1659 as Hadley Plantation and established as a town in 1661. Original five mile bounds of 1663 extended south to Springfield (Chicopee) and included land on west side of Connecticut called Capawonk incorporated as Hatfield in 1670. Northern boundary established in 1673 with Swampfield(Sunderland) plantation. South Hadley district incorporated as a town in 1753 including precinct of Granby(1768). East Hadley district incorporated as Amherst in 1759 forming eastern boundary in 1775. Later adjustments included Amherst annex of northeast section in 1814 and Northampton annex of Connecticut River Oxbow in 1850.

111. HISTORIC OVERVIEW:

Historic river town on primary western corridor from Northampton to Worcester. Located on fertile Connecticut River meadows of Norwottuck at base of Mount Holyoke range with several important fortified village sites documented for Contact Period, including surviving traces at School Meadow and Fort River. Other native sites suspected at Hockanum Flat and on Hadley Neck, although altered by Connecticut meanders. Early English settlement from Connecticut on Hadley Neck by mid-17th century with original town plan intact as West Street common. Mill River developed as water site before King Phillips War with possible remains at North Hadley. Similar archaeological potential exists for original town plan in Hadley Neck, although no standing evidence survives of Plantation Period houses.

Agriculture developed as primary economic activity during Colonial Period with productive expansion on Connecticut lowlands. A few mid-18th century mansion houses remain (early Georgian style) along River Road with authentic period farmsteads intact along Hockanum Road. Old Hadley Cemetery preserves wide range of early Colonial gravestones in original setting. Continued agricultural prosperity during Federal Period with commercial broom corn production and Connecticut River bridges to Northampton fostering economy. Hadley town center relocated to Middle Street with landmark church of Neo-Classical design and street village of period houses with attached farm buildings in authentic setting.

Introduction of commercial tobacco and onion production during mid-19th century expanded agriculture on fertile lowlands with several early barns suspected throughout area. North Hadley developed as local mill site with well-preserved village center of porticoed Greek Revival houses, notable church and original mill at Warner Pond. Civic center remained at Hadley Middle Street including some suburban period houses in landscaped setting, with farm village intact along Hockanum Road. Numerous brick houses of Greek Revival style remain on outlying roads, most notable on Breckenridge Road around Mt. Warner. Recreational development of Mount Holyoke before Civil War with portions of original summit house and railway intact in Skinner State Park. Opening of Amherst-Northampton railroad through Hadley Center during Late Industrial Period defined axis of development along Route 9 corridor with surviving onion warehouse and Connecticut River truss bridge intact. Continued growth during Early Modern Period with original auto garages and greenhouses along Route 9, including monumental Coolidge Bridge of Art Deco style across Connecticut River.

Present development is most obvious along Route 9 corridor from Amherst to Northampton with large scale shopping malls at Route 116 junction expanding into adjacent farmland. Hadley town center retains remarkable authenticity of street village despite intense traffic flow, while tobacco and specialty agriculture remain viable on fertile lowlands preserving historic period landscapes at North Amherst and Hockanum. However, future crop production is competing with expansive suburban growth from Amherst and potential market problems of tobacco.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Important focus on regional routes along Connecticut River meadows to Norwottuck (Hadley Neck) around Kunkquachu range (Mount Holyoke). Primary east-west route from central highlands to Connecticut River documented as Bay Road with fordway at Fort River (Judd, 1905 [1863] p.36). North-south trail along Connecticut apparently followed River Drive (Route 47) to Mill River fordway (North Hadley) with access to fortified site at School Meadow (Meadow Street). Connecting trail to interior Amherst appears likely along Rocky Hill Road with connecting branch over Mount Warner to Mill River ford. Location of north-south trail to Hockanum meadow around Mt. Holyoke is documented as remnant of River Road (Judd, p.34), along Route 47 axis with connecting link to Bay Road probable along base of Mt. Holyoke. Connecticut River crossings to west side (Nonotuck-Northampton) remain undocumented, although likely points may have existed at Hockanum (Ox Bow), Hadley Neck and possibly at School Meadow. Likewise, no specific evidence is recorded of summit trail to Mount Holyoke.

B. Settlement Patterns:

Native period settlement appeared to be the heaviest on the fertile Connecticut Mill and Fort River floodplains. The two most likely focal points of settlement were in southern Hadley in the general vicinity of the confluence of the Connecticut and Fort Rivers and adjacent to North Hadley. Southern Hadley was the location of four probable Contact Period sites including one situated southwest of the junction of Route 47 and Chimura Road, two beneath the bluff overlooking the confluence of the Connecticut and Fort rivers and a fourth on the same bluff. In addition, four sites with Woodland Period occupations were reported slightly south of the junction of these two rivers and at the foot of the Mt. Holyoke Range. Two additional Woodland Period sites were reported further south in the Mt. Holyoke Range and Hockanum. The second focal point (North Hadley) was the site of a pre-1675 native "fort" and village reputedly located northwest of North Hadley and a Woodland Period occupation near the mouth of Russellville Brook. A large number of undated native sites have been reported north and south of North Hadley. A third possible location for extensive native period settlement is the peninsula the village of Hadley is situated on. This portion of Hadley is the site of extensive, fertile agricultural land.

C. Subsistence Patterns:

Hadley contains extensive areas of alluvial floodplains that would have been highly attractive to native horticulturalists. Native fishing probably concentrated on the Connecticut, Fort and Mill rivers and Russellville Brook. The Mt. Holyoke Range would have been a likely locale for native hunting.

D. Observations:

Hadley appears to have been a major native period settlement area in the Connecticut River Valley study unit when considering the town's location on a major river, the extensive amount of fertile agricultural land and the existing archaeological data. Secondary sources suggest Hadley and Northampton were the central location of the Nonotucks (e.g. Norrotucks etc.), a Middle Connecticut River native group probably falling under the regional label of Pocumtuck (territory extended on both sides of the Connecticut roughly between the southernmost portion of New Hampshire south to the northernmost portion of Connecticut (Thomas 1979:37). Considerable evidence of period settlement should survive within Hadley due to the lack of extensive development. The Connecticut River floodplain should be considered particularly archaeologically sensitive. The banks of the Connecticut should be monitored periodically for exposed archaeological sites.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes:

Location of Hadley Plantation on Norwottuck meadows (1659) formed rangeway division along Town Street (West Street). Primary east-west path to Boston and Brookfield improved as Bay Road with bridge at Fort River (1661). Main route to Springfield improved as River-Hockanum Roads (Route 47) around Mt. Holyoke. Northampton ferry across Connecticut established at Aqua Vitae landing (1661). (Judd, 1905(1863), pp.36-37).

B. Population:

There was no specific figures for Hadley's Plantation Period population. However, the available secondary sources suggest a sizeable native community existed in the area until the outbreak of King Philips War in 1675.

In 1659 (first year of Hadley's existence), 7 colonial families united in the Hadley area. Shortly before the settlement was attacked by natives in 1675, Hadley consisted of approximately 50 families. The community's first settlers were former residents of Hartford, Wethersfield and Windsor, CT.

C. Settlement Patterns:

The focal point of the native community during the Plantation Period appeared to be the previously mentioned native "fort" sites located northwest of Lake Warner and on the bluff overlooking the confluence of the Connecticut and the Fort rivers. The limited descriptions suggest these two sites were pallisaded villages probably established in response to incursions by hostile native groups (e.g. Mohawks) prior to colonial settlement. These sites probably remained occupied until the outbreak of Anglo-Indian warfare, although one source doubted they existed simultaneously (Judd 1976:118)).

The Colonial settlement of Hadley was established by a group of Congregational dissenters from Hartford and Wethersfield. Period settlement was confined primarily to the area adjacent to present Middle Street in the village of Hadley. The town's first settlers obtained 8 acre home-lots abutting both sides of the original 20 rod wide street which extended to the northern and southern banks of the Connecticut River. Hadley's first meetinghouse (Congregational) was erected in the vicinity of the junction of Middle Street and Cemetery Road in ca. 1670.

D. Economic Base:

The native population maintained their traditional subsistence rounds, although in a somewhat smaller area due to the initiation of colonial settlement. Local natives likely were involved in the valley Anglo-Indian fur trade centered in Springfield.

Agriculture was the primary economic pursuit of the colonial settlement of Hadley. The first tracts of crop and grazing land were established west of Middle Street and southeast of the lower portion of Route 47. Local residents also utilized grazing land as far north as Sunderland and east to Ware. Period industrial development was limited. The settlement's first mill (grist) was erected by Robert Boltwood in c. 1670 on the Mill River near the river's junction with Mt. Warner Road. Until that date, local residents utilized a grist mill built in Hatfield on the Mill River in c. 1664. John Barnard established a melt-house in Hadley prior to 1664. The town maintained commercial ties with Springfield, Boston and Windsor, CT. At least two taverns/inns operated in Hadley during this period. The first local operation was established by Richard Goodman in c. 1667. Joseph Kellogg was issued a liquor license in 1675 or earlier and probably maintained an establishment in the vicinity of Sandy Beach, the site of Kellogg's Ferry (c. 1661).

E. Architecture:

Residential: Little is known about the earliest houses in the town. They are presumed to have consisted of cottages and half houses. Most were probably replaced in the 18 and early 19th centuries.

Institutional: The first meetinghouse was built c.1665. Church records indicated that the meetinghouse was to have been 45' by 24' in plan with "lean-tos" on both sides to enlarge the structure to 36' in breadth. As built, no leantos were included in the structure, which presumably retained its originally specified size.

E. Observation

Hadley was one of the first areas settled in the Connecticut River Valley study unit, largely due to the area's location on a major river and the presence of vast tracts of high quality agricultural land. The basic layout and street plan of the original settlement is remarkably well preserved in the village of Hadley along with a number of period place names such as Hockanum, Aqua Vitae Road and Honey Pot Road. Much of the original town center may still survive archaeologically, since considerable areas of open land continue to exist within Hadley village. Future documentary and archaeological research should focus on determining the locations of the two native "forts" and their periods of occupation.

VI. COLONIAL PERIOD: (1675-1775)

A. Transportation:

Continued expansion of town division from Hadley Neck with Middle Street (1683) and ferry to Northampton. Primary east-west highway to central interior (Boston) improved as Bay Road with bridge rebuilt over Fort River (Route 47). Secondary rangeway roads laid out over Pine Plain included East and Maple Street with connecting highways to Amherst as Knightly, Moody Bridge and Mill Road. Connecticut River ferries at Hockanum Ox Bow to Northampton and at North Hadley to Hatfield by mid-18th century.

B. Population:

Hadley's native population abandoned the area at about the time of the outbreak of King Philip's War.

The colonial settlement experienced minimal population growth during the late 17th and early 18th centuries largely because of the area's vulnerability to native attack. Even by 1765, Hadley's colonial population had only grown to 573 residents. This figure had increased to 681 inhabitants in 1776.

C. Settlement Patterns:

Hadley came under native attack on at least two occasions during King Philip's War. Several colonial troops were killed in a native ambush at Hockanum while a larger unsuccessful attack was made on the pallisaded town center. The

limited evidence suggests local damages were restricted to livestock and crops and Robert Boltwood's grist mill. The town's original settlement center remained Hadley's primary settlement node during the Colonial Period. A defensive pallisade was built around this area in 1675. The town's second meetinghouse was built in c.1713, slightly south of the first structure, near the junction of Middle Street and Route 9. Hadley's first school house was erected on Middle Street in c.1696 (Judd 1976:58). Colonial settlement outside of this settlement area did not occur until the second decade of the 18th century. At this date a number of homes were established on the "pine plain" east of Route 47. Hockanum was not first settled until c.1744 (Sylvester 1879: I, 330), while only a handful of homes were situated in North Hadley by c.1770. Hadley suffered moderate damage during King Philips War. Most of the damage appeared to occur in the northern and southern ends of town outside of the community's pallisaded core. Hadley escaped damage during the French and Indian wars of the late 17th and 18th centuries.

D. Economic Base:

Agriculture continued as the town's primary economic activity. By the 1770's, Hadley was one of the largest producers of apple cider within the study unit. Hadley's industry underwent modest growth. Robert Meekin's Mill River grist mill was rebuilt several times in the late 17th & early 18th centuries. A carding mill was built on the existing mill in c.1775. John Clary was operating a mill by c.1683. Edward Hubbard and others constructed a grist mill on Fort River in c.1750. Several local residents were issued liquor licenses including Hezekiah Dickinson (1692-93), Joseph Smith (1696), Luke Smith (1700-01, 1711-31), Westwood Cooke (1704-07) and Nathaniel White (1770 or earlier). The last individual operated a tavern in North Hadley near the Mill River.

E. Architecture:

Residential: At least nine Colonial Period houses are recorded in Hadley's inventory and at least a dozen or more were observed across the town. Such an abundance of Colonial Period houses reflects the earliness of Hadley's settlement. The earliest house surviving is the Samuel Porter House (1713), a center chimney, five bay center entrance structure with a Connecticut Valley broken scroll pediment entrance surround. The majority of the Colonial houses in Hadley are of the center chimney plan type, but a few center hall (double and end chimney) houses are known as well. Among the period houses surviving are several large and ambitiously detailed houses, including at least one three-story gambrel roof house with pedimented dormers and fully elaborated Connecticut Valley door with triple consoles and broken scroll pediment. The gambrel roof appears to have been a mark of high status, used for the most substantial houses. Other features more commonly employed on period houses were the end gables and second story overhangs. At least three houses incorporate these, either singly or in combination. Colonial Period houses are concentrated on West Street (the original town common) and on River, Bay, and Hockanum Roads.

Institutional: The second meetinghouse was built ca.1713. The structure stood 50'x40' in dimension and two stories in height, with a tower on one wall. It had twelve windows below and thirteen on the second story; the extra second story window probably indicates a window behind the pulpit. In 1753, a steeple was added to the tower; also incorporated in the steeple was a belfry with "eight pillars and some ornamental work" (Sylvester 1879:V.II, 335).

F. Observations:

Hadley exhibited few signs of economic diversification and continued to remain an agricultural community. However, the town was one of the most productive during the colonial period. It is likely Hadley was a regionally important exporter of agricultural products to other valley towns such as Chicopee, Springfield, and eastern Massachusetts.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Improvement of Connecticut River crossings with Northampton bridge (1803) from Bay Road (Route 9) and Hatfield Bridge (1809) from Huntington Road, later abandoned (1820). Bridge locations replaced ferries and included connecting highways to Amherst as Route 9 through Hadley Center and Huntington Road over Rocky Hill.

B. Population:

Hadley's population rose steadily throughout the period, reaching 1686 in 1830 -- nearly twice what it had been in 1790. This ninety percent growth rate (1790-1830) made it the fifth fastest growing town in the county and second, after Amherst, among the non-industrial towns.

C. Settlement Pattern:

Civic center remained at Hadley Neck with meeting house site relocated from West to Middle Street (1808). Economic activity expanded at North Hadley mill site with adjacent street village. Agriculture continued as primary activity along Connecticut River meadowland with production of grain crops.

D. Economic Base:

Much of Hadley's economic growth in the 19th century, as in previous centuries, was due to its advantageous situation on prime agricultural land. The alluvial river terraces were very suitable for the raising of corn, rye, barley, and until soil exhaustion took place, wheat also. Flax was grown extensively in the meadows until the establishment of cotton factories in the early 19th century, and much of the cloth used in Hadley up to that time was from flax raised locally.

During the first half of the 19th century, broom corn became the most important crop, made into brooms and brushes in local shops. After mid-century, as it proved impossible to meet the challenge of rapidly developing prairie lands, the industry waned and broom corn acreage gave way to tobacco and onions. (Callahan, 33-34).

It was in the manufacture of brooms that Hadley's "industrial" economy flourished in the Federal Period. Levi Dickinson is generally credited with the plan of raising broom corn to produce household brooms and brushes about 1797. By 1805 Dickinson was peddling his brooms in Boston and Albany and by 1810, 70,000 brooms were being produced in the valley annually. By 1832, 60 persons were employed in Hadley making brooms valued at \$89,248.

Second ranking town in the Valley that year was Hatfield with a small fraction of Hadley's product, \$28,600.

Architecture:

Residential: Approximately twenty-five Federal Period houses are recorded in the Hadley inventory: perhaps as many as another fifteen houses of the period were observed in the field. Most of the houses are somewhat conservative, with the majority adopting the traditional center chimney plan. A number of double chimney, center hall plan houses are known as well, however, along with several end chimney and twin rearwall chimney center hall plan houses. In addition, one sidehall plan house is known. Federal Period houses are concentrated in the earlier-settled parts of Hadley (West and Middle Streets, River Road and Bay Road), but Federal houses on North and South Maple Streets indicate areas of expanded settlement. Outstanding Federal period houses include two houses, one at the extreme north end of West Street and one at the south end, at Bay Road. Both of these are end chimney buildings richly detailed with delicate Federal motifs, including swagged window hoods, beaded cornices and leaded faulights. Also on West Street is the town's only known sidehall plan Federal house, the Curtis House. Pilasters and a patera fan in the gable ornament the facade; the gable patera suggests a design link with other houses with that feature known in Hatfield. While frame houses predominate, the use of brick was relatively common.

Institutional: The most significant institutional building of the period is the third church of the First Parish, built in 1806. The church, which stands on Middle Street, is an outstanding example of Federal ecclesiastical architecture, distinguished by its elaborate four stage steeple. The steeple consists of two square lower stages (one with a louvered, arched belfry) surmounted by an octagonal stage and spire; balustrades with urns and pinnacles add further ornament. Also built in the period (but no longer extant) was the second Hopkins School (organized 1667). Built in 1788, its dimensions were 38'x19'x10' with end wall chimneys. The Hopkins Academy was established in 1816 with the Academy building constructed in 1816-17, at a cost of \$4,900.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

Continued improvement of east-west corridor across Connecticut River with attempted construction of Amherst Branch Railroad (1848) through Hadley Center, eventually abandoned. Second attempted project with Massachusetts Central Railroad (1869) temporarily abandoned in Panic of 1873. Incline railway opened to Mount Holyoke Summit House (1854) with carriage road from Hockanum (1851).

B. Population:

But for a brief period of stagnation in the 1850's, Hadley's population continued to expand, growing by 36.4 percent during the period. In 1870 the number of residents stood at 2301. The town's 1855 immigrant population was 12.1 percent, about average for the county and equivalent to Hatfield's figure. Seven in ten immigrants were Irish, with smaller numbers from Canada.

and the low countries. French Canadians were said to be excellent broom tyers, and the 25 percent Canadian population (well above the 7.2. percent county average), may reflect this element in the broom industry.

C. Settlement Pattern:

Civic focus remained at Hadley Center on Middle Street with secondary meeting house formed at North Hadley mill village(1834). Agriculture expanded as primary activity with introduction of commercial tobacco production on Connecticut River lowlands (after 1840). Mount Holyoke developed as tourist resort with summit house and connecting railway(1851).

D. Economic Base:

In the early Industrial Period Hadley experienced, like most other valley towns, an expansion in manufacturing industries, however limited. Gates & Pomroy were operating an apparently short-lived woolen mill (employing seven) in 1832. A succession of Worcester County wire makers operated a small wire works (most of the wire went to serve the broom industry) at North Hadley beginning in 1834 probably responsible for initiating the major wire companies in Holyoke and Northampton. (the first operator, Nathan Clark of Spencer, moved to Holyoke in 1852; his successor, Horace Lamb moved to Northampton c.1860.) By the 1850's West, Smith & Co. operated a paper mill (employing 20) in conjunction with their Fort River grist and saw mills.

But it was in agricultural products that Hadley derived her greatest economic benefits. With the disappearance of river and export trade in the 1820's and 1830's, Hadley like other lowland towns along the river turned increasingly to more perishable crops such as market garden produce and orchard and dairy products. By 1855 the town was raising 16 percent of all the corn and rye in the county, with large quantities of potatoes and other products. Extensive fields of broom corn provided 80 men with material to produce \$118,550 worth of brooms in 1855, responsible in turn for starting shops for brooms and the increased profitability of tobacco crops, broom corn acreage began to be replaced with tobacco. By 1865, tobacco, planted in 563 acres, was Hadley's leading crop, valued at \$150,000, making the town third in the county after Hatfield and Northampton.

Throughout the century, timber in large quantities was floated down river. Though much of the timber was collected by mills in South Hadley and Northampton, Hadley also had large sawmills. The most extensive was the Mill River sawmill of Joseph Adams & Sons in Plainsville. North Hadley lumbermen C. & J. (later Smith & Granger) also had an extensive lumber trade down river, delivering timber rafts to Springfield, Hartford and occasionally to New Haven.

E. Architecture:

Residential: Residential construction was active and remained steady through the period with a sizable number of houses built at Russellville and North Hadley and at Hadley Center. As it had been for the Federal Period, residential architecture for the Early Industrial Period was conservative: once established, the Greek Revival style predominated through 1870. No fully-developed Italianate houses are known. Rather, Italianate details, such as polygonal bays, scrolled brackets (used, paired and singly), roundhead windows and door hoods with supporting console brackets were gradually incorporated within houses with Greek Revival plans and proportions. Both sidehall and center hall plans were common; generally the most substantial farmhouses retained the traditional center hall with either end or double chimneys while smaller farm houses and cottages adopted the sidehall plan. The use of brick also remained relatively common. Despite conservatism in plans, most period houses are substantial and well-detailed. Of special note is the use of elaborate cornerblock surrounds for Greek Revival entrances and windows. Outstanding houses in the Greek Revival style include the town's only temple-front structure (1830) at North Hadley on River Road and imposing double chimney structures at Russellville. Also of note is the town's only Gothic Revival structure (Marsh-Sullivan House, 1856) on Middle Street at Hadley Center. The Marsh-Sullivan House is particularly well preserved and displays a cruciform plan and board and batten siding, as well as such other characteristic Gothic Revival features as roof dormers and verandas.

Institutional: The prosperity and growth Hadley experienced in the period is evidenced in the institutional buildings that were built at the center and in outlying villages. Probably the finest of these is the Greek Revival Town Hall (1841, Thomas Pratt), a two-story building with a Doric portico. In addition to this building at the town center, two structures were built at North Hadley. These are the Second Congregational Meetinghouse (organized 1831; built 1834, Isaac Damion) and the Village Hall (1864). The meetinghouse is a modest one-and-a-half story Greek Revival structure with spired steeple (1854). The hall is larger (two stories) and exhibits Italianate detailing, including a square cupola with brackets and peaked eaves. In 1841, the 1808 meetinghouse at the town center was moved to its present location on Middle Street next to the Town Hall. The only school of the period known to survive is the Hockanum School (1840), a one-and-a-half story brick structure. Also built in the period but not surviving was the Russell Congregational Church (1841). In 1867, the town purchased a poor farm.

Commercial: Surviving commercial buildings include the Crain Tavern (1840), a Greek Revival Store (c. 1840) on West Street, and much altered portions of the original Summit (or Prospect) House (1851) on Mount Holyoke.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Continued improvement of east-west corridor with completion of Massachusetts Central Railroad (1887) from Northampton to Amherst through Hadley Center, including surviving River truss bridge (intact, now abandoned). Parallel location of street

railway route from Northampton to Amherst along Route 9 axis (Russell Street) by 1900. Mount Holyoke summit railway abandoned by 1885.

B. Population:

Like most of the lowland agricultural towns, Hadley's population peaked in the 1870's. The town's decline was short-lived however, for with the influx of Central Europeans beginning probably in the early 1890's, Hadley's population grew by nearly 60 percent in the period 1890-1915, reaching 2666 in the latter year. From an immigrant population of 16 percent in 1880, by 1905 the ratio of foreign-born was 30 percent, six points above the county average; only three other towns had a higher proportion (Ware, Hatfield, and Easthampton). Of the foreign-born population in 1905, 65 percent were natives of Austria and Russia.

C. Settlement Pattern:

Civic center remained on Middle Street with secondary focus in North Hadley around Mill River bridge. Tobacco production continued as primary economic activity along Connecticut River lowlands with dairy farming on upland meadows.

D. Economic Base:

Hadley lost much of the manufacturing it had in the last quarter of the 19th century, replaced by an increasing emphasis on agricultural products. Tobacco production, in common with that in other Connecticut Valley towns, experienced a sharp decline in the 1870's and 80's (coincident with decreasing population and real estate values). In its place, acreage planted in Indian corn (for animal fodder) and hay rose to an all-time high in 1885. But, by 1905 tobacco had rebounded and its value that year (\$192,258) represented one third of Hampshire County's production. Hadley was the second leading tobacco producing town in the Valley (and State) following Hatfield.

With the renewed emphasis on tobacco came a new crop, onions. In 1895, onion production was over 25 times as great as a decade earlier; in 1905 Hadley and Hatfield led the county. Both tobacco and onion raising were labor intensive and their development at this time is at least partially credited to the influx of Central European immigrants (mainly Poles) in the late 1880's and after.

E. Architecture:

Residential: Residential construction dropped off markedly in the ~~Late~~ Industrial Period and there was little expansion in residential areas. Rather, infill of existing areas occurred with a small number of relatively simple Queen Anne and Colonial Revival houses, most with sidehall plans embellished by ell and cross gables, built along West, Middle and East Streets. The only area to receive a significantly greater proportion of period houses was the eastern half of the town, especially North and South Maple Streets. One Federal house on South Maple Street, remodelled in the period, exhibits grandiose Colonial Revival details, including three Palladian windows. Municipal identity focussed increasingly on the area at the intersection of Russell (Route 9) and Middle Streets. Institutional buildings erected there in the period were the Goodwin Library (1902, Guy Kirkham-Springfield) and the Russell School (1894). Both buildings are of brick

with hip roofs and Colonial Revival details such as Palladian windows, modillion cornices and Georgian porches. The school incorporates some Romanesque features, while the library is designed in the Craftsman style. Also built in the period was modest Colonial Revival church of Saint John the Apostle (1902).

Commercial: A few one- and two-story commercial buildings of frame construction were built at North Hadley after 1900. In addition, some commercial structures on Russell Street (Route 9) may date as early as 1910-1915.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Abandonment of street railway line to Amherst and improvement of local highways as regional auto roads. Primary east-west highway defined as Route 9 through Hadley Center with Coolidge Memorial Bridge (1936) across Connecticut River (intact with Art Deco period details). Secondary north-south highway defined as original Route 63 (Route 47) from South Hadley to Sunderland along River Road through Hadley Center as Middle Street. Carriage Road to Mount Holyoke summit improved as autoroad from Hockanum through Skinner State Park.

B. Population:

After reaching a peak of 2,888 in 1925, Hadley's population fluctuated downward. By 1940, the resident count stood at 2576--down 90 persons from the figure at the start of the period.

C. Settlement Pattern:

Hadley village remained as local civic focus with commercial highway activity developed along axis of Route 9 from Northampton bridge. Tobacco farming remained as primary economic activity along Connecticut River lowlands with expansion of suburban development from Amherst along axis of Rocky Hill Road.

D. Economic Base:

Onion production, coincident with a wave of Polish immigration, increased steadily until after World War I. Immigration laws became important factors in the sharp decline of onion acreage in the 1920's and 30's (Callahan, 34), though tobacco raising was less affected.

Although most of the broom making had migrated west, at least one broom maker, Charles Cook & Sons, was still in Hadley in 1930, a firm founded in 1850. A broom tool maker, C.D. Dickinson & Son, founded about the same time, lasted until the 1960's.

E. Architecture:

Residential: A slight increase over Late Industrial construction activity levels can be noted for the Early Modern Period. Russell Street experienced mild expansion as a residential area in the 1920's while lots around the town center underwent similar development. The bulk of this construction consists of small houses and cottages, some with well developed bungalow features, such as porches inset beneath broad gable roof dormers. On Russell Street, a few brick houses with Tudor Revival details such as entrances set in steep gabled porches were built, but most houses of the period incorporate simple Craftsman details.

Institutional: the only institutional building of the period is the Hooker School (1921, Karl Putman), a flat roof, two-story, brick Georgian Revival building.

Commercial: Route 9 (Russell Street) experienced the first wave of auto-related commercial development in the period. Farmstands, greenhouses, small shops and gas stations, many of which survive, were constructed in the 1920's and 30's.

XI. SURVEY OBSERVATIONS:

General: Existing inventory in Hadley adequately documents the full span of the town's development from the 17th through the mid 20th century. All important institutional buildings are included along with outstanding or historically significant residences from the 18th through mid 19th centuries and all known pre 1850 commercial structures. Not recorded are significant developments in late 19th and early 20th century residential, commercial and industrial architecture. Neither is the town's impressive stock of 18th and early 19th century residential architecture fully documented. The survival of outstanding examples of vernacular Georgian residential architecture has tended to devalue the many other simple frame and brick Georgian and Federal houses standing in the town. Future survey should focus on these houses and on the many substantial mid 19th century farmhouses surviving; prime areas for further inventory would be Bay, Hockanum, and River Roads, West, Middle and East Streets.

Industrial: Perhaps the most important representative of Hadley's economic growth is the brick onion storehouse on Railroad Street, built by the Hadley Onion Association probably about 1900.

XII. SOURCES

Callahan, Ellen Elizabeth, "Hadley: A Study of the Political Development of a Typical New England Town from the Official Records, 1659-1930," Smith College Studies in History 16 (1930-31), 1-106.

Hadley Bicentennial Commission, Hadley Then and Now, 1659-1976, A Pictorial History (Hadley, 1976).

Johnson, Clifton, Historic Hadley: A Quarter Millennial Souvenir, 1659-1909 (Hadley, 1909).

Judd, Sylvester, History of Hadley, Including the Early History of Hatfield, South Hadley, Amherst, and Granby, Massachusetts (Northampton, 1863; 1905; 1976)

Nostrand, Richard L., "The Colonial New England Town [Hadley]," Journal of Geography 72 (October 1973), 45-53. [Not examined.]

Pabst, Margaret Richards, "Agricultural Trends in the Connecticut Valley Region of Massachusetts, 1800-1900," Smith College Studies in History 26 (1940-41).

Potter, Dorothy May, comp., Tercentenary Chronology, Hadley, Mass.; 1659-1959 (n.p., 1963). [Not examined.]

Taylor, George R., "The Rise and Decline of Manufactures and Other Matters," in Essays in Amherst's History (Amherst, 1978), 43-77.

Walker, Alice Morehouse, Historic Hadley: A Story of the Making of a Famous Massachusetts Town (New York, 1906).