

Survey of Historical and Architectural Resources
Concord, Massachusetts

**NARRATIVE HISTORIES OF
CONCORD AND
WEST CONCORD**

Anne McCarthy Forbes

Concord Historical Commission, 1995

FOREWORD

In 1989, the Concord Historical Commission entered into a felicitous relationship with Anne McCarthy Forbes, historic preservation consultant, who, with the oversight of the Commission, began a survey and inventory of the Town of Concord's historic and architectural resources. Ms. Forbes developed a unique model in which she recruited many volunteers, trained them in the appropriate research techniques, and then coordinated their work while preparing the narrative histories contained in this document.

The first section of the Town to be inventoried was West Concord. That single volume, *West Concord: Survey of Historical and Architectural Resources, Concord, Massachusetts*, was published by the Historical Commission in January 1989. A matching grant from the Massachusetts Historical Commission supported the continuation of the inventory by Ms. Forbes and volunteers. In 1994 four volumes with a first supplemental volume were published under the title of *1994 Survey of Historical and Architectural Resources, Concord, Massachusetts*.

We are proud to be associated with Ms. Forbes's exemplary work which already has led to the development by Commission members of a further document particularly useful to town decisionmakers as well as townspeople: the *Historic Resources Masterplan of Concord, Massachusetts 1995*. Copies of the surveys and the *Masterplan* may be found in the public libraries of the Town of Concord.

Now we are pleased to present in one volume the two narrative histories that preface the original inventories prepared by Ms. Forbes. These histories describe and celebrate the historic, architectural, and cultural resources of the Town. The history of West Concord follows the longer Concord narrative.

We are extremely fortunate to live in a community in which the sense of place, in all its variety, is still visible and valued. We are doubly fortunate to be able to explore the fascinating story of Concord's historic and architectural resources through Anne McCarthy Forbes' narratives.

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CONCORD SURVEY OF HISTORICAL, ARCHITECTURAL AND CULTURAL RESOURCES: A NARRATIVE HISTORY

Introduction

"History" has a special meaning in Concord, where events and people have repeatedly played a role of national and at times international importance. In all periods, from its inception as the first Massachusetts settlement inland of the tidewater to the present day, the town's citizens have profoundly influenced the course of the nation and the world. Their deeds shine so brightly, however, that at times they may obscure our understanding of how the town that nurtured them developed over time. For that understanding, we must look broadly and comprehensively at every section of town and at every period in its evolution. The Concord survey takes just such a broad-based look, and it uses as its guideposts the extant resources of the community--the buildings, structures, landscapes, and objects that comprise the physical manifestations of Concord's historical development.

The survey was conducted in four phases, the first of which, completed in 1989, looked at one section of town that had hitherto had little official documentation--West Concord. At that time a narrative history of West Concord's development was written, which is contained in the single survey volume entitled *West Concord: Survey of Historical and Architectural Resources*. Hence this history does not deal with West Concord in detail, concentrating instead on the resources and development in the rest of Concord.

Topography

Throughout Concord's history, hospitable topography has been a major factor in its development. The town has a varied landscape of rolling hills, a few broad plains, and three major rivers with subsidiary streams and associated wetlands. The soil here ranges from sandy to gravel-based, most of it of high fertility, and there are many glacial outwash features. Four hills, 200 to 346 feet high, help to define sections of the town--Annursnac in the northwest is the highest, followed by Punkatasset in the northeast, Fairhaven in the southeast quadrant, and Nashawtuc at the center. A long gravel ridge, known today as "Revolutionary Ridge," which stretches

southeast along Lexington Road from the town common, provided shelter for the first English houses built here at the time of the European settlement.

The flatter land of the southern and eastern sections of town, and to a lesser degree the area northwest of the town center along Spencer Brook and the Assabet called "the Plain(s)", are still among Concord's major farming areas. Today considerable portions of the northern, southwestern, and southeastern sections of the town are wooded, including nearly half the 2680-acre Walden Woods between the center and the Lincoln border, an area which has been forested for centuries. Most of the town's woods are of the mixed deciduous type, with some coniferous growth interspersed.

Concord is a major confluence point of two rivers, the Sudbury and the Assabet, which join at Egg Rock east of Nashawtuc Hill to form the Concord. Before the town's size was reduced in the eighteenth century, it boasted over nine miles of river that were a major attraction for the early trappers, fur traders, and farmers. Minor brooks and streams include Spencer, Nashoba, and Second Division Brooks, all of which flow into the Assabet. Smaller tributaries of the Concord are Sawmill Brook and the Mill Brook, which meanders through the east quarter, today flowing partly underground northwest through the center to join the Concord east of Lowell Road.

Broad meadows and marshes line portions of the rivers. The largest is the Great Meadows and Fields, which stretch along the Concord from Monument Street northeast into Bedford. Some bogs and swamps occupy hollows between the higher elevations, and there are several upland and river ponds. Seven natural ponds were noted in the town's earliest records; today the most significant are Walden Pond at the town's eastern border, White Pond at the south, and Bateman's Pond at the northwest. Two major man-made ponds in West Concord, Warner's and Kennedy's (formerly "Hayward's", later "Hat Shop") Pond, still retain their dams, and portions of dams and races remain from the old Barrett's Mill at Angier's Pond.

Political Boundaries

Located approximately 15 miles west-northwest of Boston, Concord today is approximately 25 square miles in area. It is bordered by five towns--progressing clockwise from the northeast border they are Bedford, Lincoln, Sudbury, Acton, and Carlisle. A corner of Maynard between Sudbury and Acton nearly touches Concord's southwest edge.

While the original boundaries of the plantation of Musketaquid remain at the northwest and southwest, Concord's area has been diminished and its boundaries altered over the years by the formation of other towns, including Bedford (1729), Acton (1735), Lincoln (1754), and most of Carlisle in 1780. For over a century Concord's northern boundary with Carlisle was in dispute, and highly irregular in configuration. Early in this century it was finally straightened to the present southwest to northeast line.

CONTACT PERIOD (1500-1620's)

The abundant rivers and fertile soils of Concord supported native American activity long before the European settlers arrived. The area was peopled by various Nipmuc groups, and the village of Musketaquid was established here as a principal center of the Massachusetts tribe.

Transportation Routes

An important network of regional trails met at the confluence of the Assabet and Sudbury Rivers. Prehistoric routes are conjectured to have braided around river fords at the location of the North Bridge on the Concord River, and at the Elm and Main Street crossings of the Sudbury. Primary east-west trails include the lines of Virginia, Old Bedford, and Lexington Roads through Concord center, branching over the rivers to the north as Monument Street, west along Barrett's Mill Road, and south as today's Main Street, with loops in the Wood Street area west of the Sudbury. Southern and western branch trails along the Sudbury and Assabet include conjectured routes along Old Marlborough and Nine Acre Corner Roads, with a trail westward along Main Street through West Concord. There may also have been a northwest trail along Commonwealth Avenue linking with the Mohawk Trail (Routes 2A/119.) In the north part of town, sections of Monument Street in the area of Punkatasset Hill, and parts of Strawberry Hill Road around Annursnac Hill are also probable native routes. In southeast Concord, a conjectured trail led around Walden Pond and Fairhaven Hill to Lincoln, possibly along Fairhaven Road. Other conjectured routes include a trail from Sandy Pond in Lincoln northwest to Hawthorne Lane, Old Bedford Road near the Great Meadows, and numerous local trails associated with village sites at Nashawtuc Hill.

Settlement Pattern

The Concord area was the site of dense aboriginal settlement in nearly all phases of New England prehistory. Several native sites are reported to have existed here during the long period of Late Woodland occupation from ca. 1000 A.D. through the early 1600's. One has been documented on the north side of the Assabet between Spencer and Dakin's Brooks, and other likely sites are located on the well-drained terraces and knolls along the rivers and the upland ponds where planting, hunting, and fishing were carried on. The area around Nashawtuc Hill at the confluence of the Assabet and Sudbury was a major village of the Nipmucs. It was called Musketaquid, meaning "reefy river," the name given by the Indians to the Sudbury and Concord Rivers. Other Woodland lodges were located south of the Great Meadows, and upriver from the South Bridge along the Sudbury.

Subsistence Pattern

Musketaquid was an abundant fishing area, highly valued for its seasonal runs of shad, herring and salmon. The massive shell heap formerly located at Clamshell Bluff on the Sudbury in the area of Emerson Hospital attests to the use of freshwater mussels as a staple of the native diet, as well. A large area of good open agricultural land, where the Indians grew corn, beans, and squash stretched southwest from the Great Meadows all the way through the southwestern quadrant of the town between the Assabet and Sudbury. The diverse terrain throughout the town also supported hunting and gathering activities.

FIRST SETTLEMENT PERIOD (1620's-1675)

Transportation Routes

At the time of the first European settlement and trading activity west of Boston, the main highway routes through the town continued to follow existing native trails, with the possible improvement of the Great Road (Lexington Road) west across the Mill Brook meadows to the center. Wooden bridges began to replace the old ford sites at the major river crossings, and in 1654 the road to Lancaster was cut through on the general line of Main Street to the present Old Stow Road in West Concord.

Population

By the time of the purchase of Musketaquid from the Indians in 1635, the number of native inhabitants in the village had been greatly reduced from former levels, largely as a result of European disease. There were about a dozen families in the first group of European settlers in 1635; by 1644 households had increased to about fifty families, with most newcomers arriving from Watertown and Cambridge.

Population growth in what was for decades a true pioneer settlement was slow through the middle of the seventeenth century. Some families, their number approaching half the population of the town, were lost to the Connecticut migration of 1644.

Settlement Pattern

A small native village still existed on the east side of the Sudbury at the confluence with the Assabet in 1635, and a fish weir was still in use on the Mill Brook. In that year the village of Musketaquid was purchased from the Indians as a "plantation" and the town of Concord incorporated. It was the first official town in the interior of the Massachusetts Bay Colony above the tidewater. The town remained a struggling frontier community until the middle of the seventeenth century, after which it gradually developed into a regional center as more new towns were founded west of Boston.

The initial Colonial settlement was concentrated along the east side of the Mill Brook. Most of the earliest dwellings were small houses tucked against the southwest slope of the long ridge that paralleled the brook; at least some of the first dwellings were apparently sod huts built into the hill. From the start, two cemeteries, the Hill Burying Ground and the South Burying Place, were established; the settlers erected their first meetinghouse on the gravel ridge in 1636, and in 1639 the first mill, a grist mill, was built, its dam creating a long narrow pond on the Mill Brook. By 1650 building had extended further along Lexington ("Great") Road, but the general configuration of the town was a clustered "nucleated" settlement at the center, with outlying fields and common lands used for pasturage and agriculture.

The town center expanded after 1650. A second meetinghouse was built on the center common, (later called the "church" common, or green), in 1672. In 1655 the "Second Division" of town land among the English planters took place, dividing the outer lands into three "quarters," (north, south, and east,) and adding at the west a vast area called "Concord Village," in what is now Acton. By 1675 the settlement of the town had become more dispersed, with some outlying farms and mills located at a considerable distance from the center.

Economic Base

The Massachusetts Bay Company chose Musketaquid for the site of its 1635 plantation largely for its agricultural and pasture potential. At the time of the purchase, native fisheries and "planting field" agriculture were still being carried on. The initial English economy here was mixed. Agriculture and cattle-raising were combined with fishing and trade with the natives (cf. especially the fur trade under Simon Willard.) Soon the production of materials for use in the establishment of the colonies began, including lumber, brick, and naval stores, (especially tar.) Other enterprises were attempted as well, most with financial backers residing in Boston, Cambridge, or other more established communities. One was the 1658 Concord Iron Works, which produced iron from bog ore in the western part of town. The company built furnaces on the Assabet near today's Main Street, for which the 1,000-acre Iron Work Farm in Concord Village to the west and northwest provided wood and charcoal.

By 1675 at least two sawmills had been built, George Hayward's on Hayward's Pond in the West Concord (1660), the other on Spencer Brook at today's Barrett's Mill Road. The town's minister, Peter Bulkeley, was running the grist mill, and there were two taverns at the center, William Buss's, and Heywood's Ordinary.

Architecture

Although none of Concord's pre-1675 buildings is known to remain completely intact, several extant houses incorporate small First Period structures within their walls, and a few, such as the little ca. 1650's Munroe/White Cottage on Church Green retain such structural features as a deep roof overhang on the facade. The oldest structure is said to be the two thick-walled rooms of the "Old Block House" at 57 Lowell Road (NR¹) which are believed to remain from the original 1635 house of the Rev. John Jones, who, with Simon Willard and the Rev. Peter Bulkeley, was one of the three principal founders of the town. The Thomas Dane House at #47 Lexington Road (NR) is said to date to the 1650's as well, the two-story Edward Bulkeley House at 92 Sudbury Road to 1660, and the rear ell of the Pellett/Barrett House at #5-7 to the 1670's (NR).

¹ "NR" indicates that a property is listed on the National Register of Historic Places.

COLONIAL PERIOD (1676-1775)

Concord was fortunate to suffer few losses during King Philip's War of 1675-76, and it largely escaped the attacks and burnings that devastated the neighboring outposts of Sudbury and Groton. Toward the end of the century, as the county seat or "shire town," the town underwent a rapid evolution from a frontier town to a prosperous regional center. The result for the Colonial period was a community that was heterogeneous both socially and economically, encompassing a full range of social classes, from yeoman farmers to the affluent gentry.

Transportation Routes

Regional highways in this period were principally those established in the seventeenth century. A focus of the major through-routes on the town center and the bridge crossings continued, resulting in a radial network of roads extending out from the meetinghouse to the outlying farmland and surrounding communities. The major highway from the east was still over Lexington Road, which split to form two routes west around the rivers via Main Street and Barrett's Mill Road. Connecting highways include the line of Walden Street leading south, and the Groton Road (Lowell-Westford Roads) to the north. Strawberry Hill Road was laid out in 1735 as Temple Road, and Virginia Road laid out in ca. 1736. Another important east/west route through the town was the South Great Road (later the Fitchburg Turnpike, today's Route 117,) which by the mid-eighteenth century had a branch up Plainfield to Powdermill Road.

Population

Population growth was relatively slow prior to 1725, but steady through the middle of the eighteenth century. In 1765, in spite of the loss of territory to Bedford, Acton, and Lincoln, there were 1564 inhabitants in the town in 265 families. Nearly all the inhabitants were of English descent; a small black population existed also, largely as slaves to the wealthier households.

Settlement Pattern

By the end of the seventeenth century settlement had spread throughout the town. In 1687 the first school was built, and by the late 1600's a cluster of buildings had developed around the iron and milling activities at West Concord. After 1700 the town developed rapidly as an affluent regional center. By 1720 there was even a shortage of land in Concord, as by that time several generations of the more established families had acquired, and subsequently divided, farms for their children.

In 1721 a court house was built on the west side of the Common, and in 1753 the town erected its first almshouse, on lower Monument Street. By the mid-eighteenth century the center had several taverns, and a bustling trade was carried on at the dam on the Mill Brook, and on lower Lexington Road. Farms had been developed in every part of the town, with outlying farmhouse clusters appearing in the south at Nine Acre Corner, in the northwest near Bateman's Pond, and in the East and North Quarters. Gravestones began to mark the graves in the two town cemeteries at the center.

The boundaries of Concord were radically changed during this period, and its territory much reduced. In 1729 the town of Bedford was incorporated to the east, taking many acres from the eastern edge of Concord, and in 1735 the former Concord Village was incorporated into the new town of Acton. Partly as a result of religious dissension at mid-century, in 1754 the town of Lincoln was established, encompassing some of the territory formerly in the southeast section of Concord, and the large area at the town's northern border called Blood's Farms took the first steps toward separation that resulted in the formation of Carlisle in 1780.

Economic Base

The economy of the town continued to be diversified through the end of the Colonial period. There were a few very large farms, and many others of fifty acres or less. Agricultural activities still included the raising of cattle and grain, with apple orchards for cider production an important secondary activity. The town's industry now included all of the common colonial manufactories. Both grist and lumber mills were operating at four locations, and there was a fulling mill on Nashoba Brook by 1700. The Iron

Works, which went out of business late in the seventeenth century, was converted to grist and fulling mills. Tan yards were operated at the mill dam at the center and in the North Quarter. There was also significant cooperage blacksmithing, and tool-making in various parts of town.

A substantial business district developed at the center during this period, with a focal point at the base of Lexington Road, where several artisans, small businesses and larger wholesale/retail suppliers were located. Three more taverns were opened, the Black Horse (ca. 1740--see #45 Hubbard Street), Thomas Munroe's (built by Ephraim Jones in 1747--later Wright's [NR]), and Jones Tavern west of the Mill Brook (demolished).

Military/Political

Many men from Concord participated in the French and Indian Wars of the 1740's-1763. Other notable engagements included a disastrous expedition to Cuba in 1740, from which only three of fifteen men from Concord returned.

In spite of Concord's popular image as a hotbed of patriotism, the involvement of its people in the early stages of resistance to the restrictive policies of the English government was slow and relatively moderate. The town's position as the trade, government, and transportation hub of Middlesex County, however, ensured that it would receive at least the scrutiny of the British, and that it would be a place where the confrontation of difficult issues could not be avoided. Finally, in the early 1770's citizens of Concord became truly engaged in the resistance to British rule. The town voted to support all the protests against British policies that were being proposed by patriots in Boston, and sent representatives to all the Provincial Congresses, the first of which met in the Concord meetinghouse in October of 1774. British authorities in Boston had good reason to suspect that considerable anti-British organization and sentiment was being fomented here. When the British occupied Boston, colonial military stores were smuggled west out of the city to Concord, where they were hidden at several local farms, including Col. James Barrett's on Barrett's Mill Road (NR) and Ephraim Wood's at 41 Wood Street.

As the prospect of war with England became more likely and the disagreements among colonists more intense, sympathizers with the crown in

Concord became ever less tolerated by their fellow townspeople. Several prominent Tories were dealt with harshly, and some left town in disgrace. Dr. Joseph Lee was placed under house arrest, and the property of Daniel Bliss, Esq., son of the minister and a collaborator with British spies, was confiscated by the town.

Finally, on April 19, 1775, the Revolutionary War officially began when a group of British soldiers marched from Boston to Concord looking for the hidden military stores, and were met with armed resistance at the North Bridge. For the remainder of the war, Concord citizens were actively engaged in fighting the British and in planning for the birth of a new nation.

Religion/Education

Discontent within the town church occurred at various times in the eighteenth century, the most serious occurrence as a result of the ideas of the Great Awakening. In the 1740's and '50's a small number of church members left the parish to form their own organization, the West Congregation. This short-lived group was nick-named the "Black Horse Church," for the services it held in the Black Horse Tavern on Main Street (later moved to 45 Hubbard Street)) The district school system was established, with seven schools throughout the town by 1781, and was to continue as the main form of school organization in Concord for the next century. Concord was the home of an institution of higher learning for a brief time, when at the outbreak of the Revolution in 1775 Harvard College moved here from Cambridge, housing both professors and students in local homes.

Architecture

Like the buildings that remain from the first years of the town's settlement, nearly all the surviving later First Period (pre-1725) houses in Concord are today incorporated into larger, later structures. Some of those built around the turn of the eighteenth century, however, still exist in a form close to their original configuration. Among possible examples are the main section of the Joseph Hosmer House at 572 Main Street (ca. 1700, NR,) which displays both quarter-round and beveled chamfers on the exposed frame of its interior, and the 1 1/2-story gambrel-roofed "Old Ball House" on Ball's Hill Road. "Orchard House" at 399 Lexington Road (NR) and the

John Melvin House at #344 Westford Road have rare surviving hewn gable-end overhangs, a feature that largely disappeared from house construction by 1710. Several later First Period buildings of the first quarter of the eighteenth century display what is likely to be their original form as 2 1/2-story, one-room-deep, center-chimney houses. Examples include the five-bay ca. 1702 Samuel Fox House at 505 Old Bedford Road, a "saltbox" with an early lean-to across the back, and the ca. 1716 Benjamin Barron house, which has an asymmetrical four-bay facade. The Brown/Beaton/Heywood House at 105 Lexington Road, most of which dates to ca. 1719, still bears its early lapped and beaded clapboards.

The post-1725 Georgian Period is well represented in Concord, with both high-style and vernacular "Second Period" houses present in large numbers. Most are the 2 1/2-story, five-bay center-chimney type. A rare example of a one-story vernacular cottage remains from ca. 1727, in the Timothy Minot House at 118 Bedford Street moved from the common in the 1850's. Its facade is non-symmetrical, and it has the same deep First Period roof overhang as the earlier Munroe/White Cottage on Church Green. Two Colonial two-story three-bay "half-houses" remain relatively intact at 702 Lowell Road (ca. 1750) and at 216 Westford Road, apparently a mid-century enlargement of a house built ca. 1710.

High-style Georgian details appear as early as the 1740's. The most notable cluster of Georgian buildings belonged to prominent citizens whose house lots were located on Lexington Road, (NR). Several represent enlargements and updatings of earlier houses. The Pellett/Barrett House at #5/7 Lexington Road probably received its "rusticated" stuccoed facade, said to have inspired the similar finish at George Washington's Mount Vernon, from Benjamin Barrett in the 1730's. The late 17th or early-18th-century Reuben Brown House at 77 Lexington Road acquired a modillioned cornice and a pedimented enclosed lobby entrance or "porch" with double pilasters, and the 1719 Brown/Beaton/Heywood House at #105 was updated at mid-century by a double-leaf paneled door, pedimented window crowns, and a two-story enclosed gabled porch. Similar detailing to that at the Brown/Beaton/Heywood House appears in the East Quarter at the 1770 Enos Fox House at 550 Old Bedford Road. The Edward Wheeler House at 99 Sudbury Road also retains a double-leaf door in its pedimented one-story lobby entrance.

A wealth of mid-eighteenth-century Second Period farmhouses is one of the architectural glories of Concord; they survive in all the outlying sections of town. With the exception of the Jones half-house and the long eight-bay Barrett double house of ca. 1758 at 612 Barrett's Mill Road, all the examples in the rural districts are of the center-chimney, 2 1/2-story house-type. Some are one-room deep with a two-room plan, others were built as or expanded upward and to the rear to become "double-pile" houses later in the eighteenth century. The ca. 1740's Wheeler/Harrington House at 249 Harrington Avenue in West Concord, and the Samuel Buttrick house of ca. 1744 at 1024 Monument Street in the North Quarter are good examples of the former type. Well-preserved buildings of the double-pile type include the Enos Fox House (see above,) the two Wood family farmhouses that are reputed to have been raised on the same day in 1763, (41 Wood Street and 631 Main Street,) and the Roger Brown House (NR) at 1694 Main Street in West Concord, of ca. 1775.

FEDERAL PERIOD (1776-1825)

Transportation Routes

The Colonial highways remained as Concord's main through-roads after the Revolution, but additional regional routes joined them early in the Federal period. In 1801 the Cambridge Turnpike was laid out as a new toll road to Boston, part of it over some existing portions of local road. Elm Street, stretching west out of the center to connect with the Great Road north through Acton to New Hampshire, was in existence by the early nineteenth century. Secondary links were developed in the north as Spencer Brook Road, and in the south quarter as Sudbury Road. Fairhaven Road also appears to have been in existence by the 1790's.

Population

Population growth slowed for a time after the Revolution. A ten-percent decline late in the eighteenth century probably reflects the 1780 separation of Carlisle, (which was finally granted town status in 1805), and the departure of Boston and Cambridge residents who had been quartered in Concord during the war. All slaves were freed in Massachusetts in the 1780's, and most Concord slaves apparently chose to remain here. Of a total town population of 1,590 in 1790, black residents numbered 29.

Settlement Pattern

The major settlement focus during the early Federal Period took the form of increased density around the common at the base of Lexington Road, and on the farms that were being broken up for house-lots on lower Main Street. By the end of the period, however, the old "nucleated settlement" around the meetinghouse, and milldam had nearly reached full capacity, and most new construction was taking place elsewhere, especially further out from the center on the radiating streets. By about 1800 Concord's first true secondary village developed at Hildreth Corner on "the Plain" north of the Concord River in the Lowell/Barrett's Mill Road area. A small mill village associated with a new cotton mill grew up along the Assabet at West Concord after 1808. The division and disbursement of many small farms continued through the period, but there was also some consolidation of acreage into large farms, such as the 500-acre Nathan

Barrett farm on Punkatasset Hill. A few former slaves were making their homes on the Great Meadows and in Walden Woods; Caesar Robbins' little house, probably built in the late 1780's, still stands at 324 Bedford Street, where it was moved from the Great Meadows in the mid-nineteenth century. In the South Quarter, Thomas Dugan, who escaped from his owners in Virginia at the end of the eighteenth century, settled on Williams Road. (A nearby brook, Jennie Dugan Brook, is named for his daughter-in-law, Jennie Parker Dugan of Acton.)

Economic Base

In the early 1780's Concord experienced the economic problems prevalent in many rural communities after the Revolution. At the beginning of the Federal Period Concord's economy was primarily agricultural-based, with a pattern of subsistence farming and cattle-grazing well-established throughout the town. After 1800 water power showed an increased importance at West Concord, where in 1808-9 John Brown and Ephraim Hartwell established a cotton factory at the old Iron Works site on the Assabet. In 1819, also at West Concord, David Loring opened a small lead pipe factory on Nashoba Brook at today's Commonwealth Avenue. By the early nineteenth century the streetfront of the old grist mill on the milldam had grown to over 120 feet in length, and a fulling mill and blacksmith shop with nail-making and hardware production had been added to its operations. In 1791 the pile-driver was invented in Concord, and in 1812 William Munroe established the first pencil factory in America here, one of several local industrial enterprises to flourish as a result of the embargo during the War of 1812. The town's first newspaper, The Middlesex Gazette, began in 1816, and in 1820 the first Middlesex County agricultural show was held in Concord, a yearly event which was to continue until the close of the century.

Political/Military

The Revolution lasted from 1775 to 1781. Although after the April 19th "Concord Fight" there were no more battles fought in Concord, many men from the town saw action in some of the war's most significant campaigns, such as the march to Ticonderoga, in which Capt. Charles Miles led ninety men, sixty-one of them from Concord.

Religion/Education

The first lasting split in the church came in the 1820's, when the Trinitarian (Congregational) Society formed, after which the First Parish became the Unitarian Society. The separation of town and parish was officially declared in 1826. By the early nineteenth century the two old cemeteries were reaching full capacity, and in 1823 the town established the first five-acre section of what is now Sleepy Hollow Cemetery as the "New Burying Ground".

By 1800, with a population of 1679, there were seven school districts, and protest against the poor quality and unevenness of education from district to district was almost continually evident. The first School Committee was formed in 1799, and between 1799 to 1820 a small schoolhouse was built in each of the districts. Several small private schools were established, usually in teachers' homes, but one, called the Academy, had its own building, which remains today at 25 Middle Street. Founded and financed by a group of Concord's most influential citizens, the Academy operated from 1823 to 1834. The first major step in adult education was taken in 1828, when the Concord Lyceum was formed.

Architecture

The pace of residential building picked up very slowly after the Revolution, but by the end of the Federal period a large number of houses had been built, in a wide range of housetypes. The number of dwellings fell from 193 in 1781 to 188 in 1791, then rose to 227 in 1801, and 255 in 1821. The first houses constructed in Concord during the period still employed the Georgian idiom. The ca. 1787 Thomas Hubbard House at 342 Sudbury Road is a central-chimney building with a steeply-hipped roof, embellished with corner quoining and a double-leafed, pedimented entry in its two-story enclosed central "porch." Even the high-style Jonathan Hildreth House (NR) of ca. 1790 at Hildreth Corner, designed by master-builder Reuben Duren as the only pre-1800 brick building in Concord, was embellished with details taken from mid-eighteenth-century British builders' guides. By 1800, however, the true Federal style had come to Concord. Many houses were built with shallow-hipped roofs, and several large "brick-ended" residences with parapet end-walls with integral paired chimneys were constructed by more wealthy property owners. Most of the brick-enders,

such as the Samuel Hoar House of 1810/1819 (158 Main Street), the Josiah Davis Double-house at 204/206 Main Street and the John Adams House at 57 Lexington Road (1817--NR) were located at the center. Two hip-roofed brick-enders were built on farms in the North Quarter. Stephen Barrett's farmhouse of ca. 1790 at 107 Westford Road, attributed to Reuben Duren, may be the earliest of the type constructed in Concord; the house of Jonathan Wright at 577 Monument Street probably dates to ca. 1815. One brick-ended house, at 42 Monument Street, was never completed. Gaius Proctor built half of it in about 1810-1815, supposedly with the intention of constructing the other half later. Today it looks like a traditional "half-house" design, but with one brick end wall.

Many houses of the period have louvered or leaded fanlights over the entries. Other high-style details include broken pediments at the doorways, ornate cornices, roof balustrades, and a shift from multi-light, small-paned windows to 6-over-6-sash. The gambrel roof was also used in a few buildings of the Federal period, including 1 Lexington Road, built in about 1820 to house several manufacturing shops.

In general, the farmhouses of the Federal era, as had been the case before the Revolution, were built in a more simple vernacular mode than the houses at the center. Most were still 2 1/2-story houses with five-bay facades; a few still had central chimneys, while others had twin chimneys on the roof ridge or at the rear wall. In contrast to some communities, the rear-chimney, "story-and-a-half" cottage is rare in Concord; most existing examples have evidently been raised to two stories.

Institutional: Unfortunately, nearly all the public and institutional buildings constructed during this period are gone. There was significant construction of municipal and county buildings at the center common, including a ca. 1787 court house, a 1791 granite jail, a Masonic Temple of 1815-25, and even a public bathhouse. In 1794 the meetinghouse was remodeled in the Federal style with a hipped roof and central pedimented pavilion, and in 1826 the first Trinitarian Church was built on Walden Street. The center school was replaced in 1819, and between 1799 and 1820 small schoolhouses were built in all seven districts. Of all the public buildings constructed during the period, only the two-story, six-bay Academy building of 1822, now altered to a house, remains relatively intact.

Commercial: Most of the commercial buildings of the Federal era are gone, as well. The Wheelock/Shepherd Tavern at 122 Main Street, however, built at the turn of the nineteenth century, is an excellent example of an early building oriented with its gable end to the street. A little 2 1/2-story brick and clapboard bakery at 255 Lexington Road, also built in about 1800, also presents its gable end to the street. No known industrial structures from the period survive, save for some of the foundations and raceway stones of Barrett's Mill. Of special note, however, was the 1808 wood-frame cotton mill built at West Concord on the Assabet, which had reached a height of five stories by 1834.

EARLY INDUSTRIAL PERIOD (1825-1872)

Transportation Routes

The turnpikes and highways of the early part of the nineteenth century remain as the major routes during this period. The most important junctions were at the center, and by mid-century another was added at the Commonwealth Avenue area of West Concord. In 1842 the section of the Lancaster Road from Main Street over Old Stow Road was discontinued in favor of a new bridge and road west out of town at the textile mill in West Concord. Significant roads and improvements at the center include the opening of the first block of Bedford Street north from Monument Square in the 1840's and its extension to Old Bedford Road in 1853, the lower section of Thoreau Street to Sudbury Road in 1847, and the laying out of Middle Street in 1851.

The latter two improvements were associated with the most significant transportation improvement of the period--the building of the Fitchburg Railroad west from Boston through Concord in 1843-44. In the process a section of the Lancaster Road was taken by the railroad right-of-way, and a new section of Main Street laid out to the South Bridge.

Population

The population of the town slowed and actually declined in the 1830's, from 2021 in 1830 to 1,784 in 1840. By 1850 it had risen to 2,249, but remained in the 2,250 range until 1870. After 1845 there was a significant number of foreign-born residents in Concord. Most immigrants in this period came from Ireland; some remained from the construction of the railroad, but others fled famine to come directly to work on Concord farms or as domestics in local households.

Beginning in the 1840's the presence of an influential group of writers and philosophers including Ralph Waldo Emerson, Henry David Thoreau, and Nathaniel Hawthorne were attracting a growing colony of like-minded intellectuals around them. Among those who moved to Concord at mid-century were the Alcott family, the poet Ellery Channing, and writer, journalist and activist Franklin Sanborn. Numerous other authors, transcendentalists, naturalists, and an unusually high number of editors and

publishers relocated here, as well. In addition to Sanborn, the latter group included Frederic Gourgas (cf. 98 Monument Street,) influential editor of the Concord Freeman, Simon Brown, editor of The New England Farmer, and former New York Herald editor and Associated Press founder Frederic Hudson.

Settlement Pattern

With most of the area at Monument Square and lower Main Street by this time filled to capacity, residential building at the center continued mainly on the radiating streets. Modest houses spread east down Bedford Street; many of those on the earliest section were moved from the square. A few houses were built on lower Monument Street to the north, and on Sudbury Road to the west. The new side streets between the square and the railroad (two of them, Belknap and Middle Streets, laid out by Henry Thoreau,) were partially developed with modest housing. The middle of the nineteenth century saw the first major involvement of local entrepreneurs in putting up small groups of houses. The most ambitious was Samuel Staples, who with his father-in-law developed lower Bedford Street in the late 1840's and early 1850's. Others included William Hurd, who began building in the lower Elm and River Street areas in the 1870's, and William Munroe, Jr., who put up some small houses on lower Thoreau Street and "Railroad Lane" (later Cottage Lane). Builders like Moses Hobson on Middle Street and Sudbury Road also engaged in some small-scale development, usually building one house at a time on a speculative basis. At West Concord the owners of the textile mill built housing nearby for their workers, and Ralph Warner put up several houses in the Commonwealth Avenue area near his 1850's pail factory.

Economic Base

With the coming of the industrial revolution the economy of Concord became more industrially oriented. Although the three rivers were too sluggish to drive big mills on the scale of those in some nearby towns, the dam on the swift-flowing curve of the Assabet in West Concord had the capacity to sustain a major textile factory that rivaled most in the region. In 1834 Calvin Damon acquired the cotton mill, expanded it, and invented a new cotton and wool cloth called "domet", which became the universal substitute for linsey-woolsey. The prosperity of the Damon Mill, soon

coupled with the presence of the Fitchburg Railroad, established West Concord as the industrial center of Concord. Other significant enterprises were also established there during the period. In the 1830's David Loring, who was to be one of the major organizers of the Fitchburg Railroad, added lead sheet-metal manufacture to his lead pipe business on Nashoba Brook, and in 1835 Pratt's Powder Mills opened at the western edge of town. In the 1850's Loring's lead works was purchased by Ralph Warner, who converted it to a wooden pail factory.

Other industrial activity in town remained relatively small in scale. Hats were made both at the center and in West Concord, and on the heels of William Munroe's success, small pencil factories were established at several locations.

A major change in the center commercial district took place in 1828, when a group of local entrepreneurs organized the Milldam Company, which filled in the old mill pond and began replacing the existing Milldam buildings with new commercial structures. Although the 1844 construction of the Fitchburg Railroad generally benefited the town's commerce, it contributed to the demise of several taverns that had served travelers for decades. Even the impact of September court week, which had been so profitable for the town, was diminished by the fact that the judges and lawyers commuted to the court sessions after the railroad was built. Finally, in 1866-67 the courts were moved from Concord to Lowell and Cambridge. The town acquired the former county-owned properties at Monument Square, and sold them off to private owners, including the Catholic Church, which established its rectory in the old County House.

Agriculture, still a major component in the town's economy, underwent fundamental changes during the Early Industrial period. The coming of the railroad put an end to the long tradition of cattle drives through the town to New Hampshire, which had cemented links between Concord and certain New Hampshire communities. The railroad opened up major markets for agricultural products, however, especially for those that were formerly difficult to ship to the city. A major shift took place from mixed husbandry and general farming to milk production, and the size of the town's dairy herds tripled during the period. Soon after the railroad came through a special milk car began running from the Fitchburg Depot to Boston every day to transport Concord's milk. Fruit raising also increased,

and a major focus on market gardening developed over the middle of the century with Concord's first shipments of asparagus and strawberries taking place shortly before the Civil War. Transportation improvements also coincided with advances in farm implements and machinery and with the rise of farming publications and journals, both of which sparked a movement toward progressive farming that was felt in all rural areas of town.

Two other factors helped to focus attention on Concord as an agricultural center during the Early Industrial Period. Ephraim Bull's development of the Concord grape, first marketed in 1854, was considered by many to be "the greatest vegetable improvement of the age," and for decades afterward visitors flocked to Lexington Road to gaze at his original grapevine. Annual September cattle and agricultural shows on the Middlesex County Fairgrounds at Sleepy Hollow provided a chance for Concord's farmers to keep up with the latest trends and to win prizes in the competitions. Frequent prizewinners, in addition to Ephraim Bull, were his neighbor John B. Moore and other noted horticulturists such as Minot Pratt. Several farmers in town, in fact, including several "seedsmen," developed new varieties of fruits, vegetables, and flowers. In 1860 a new larger fairgrounds was built closer to the railroad on the Sudbury River, just west of the center of town.

Political/Military/Intellectual

By the middle of the nineteenth century Concord boasted some prominent political leaders whose influence was felt far beyond the town's borders. Judge Ebenezer Rockwood Hoar and others, for instance, were instrumental in the formation of the Republican party. Judge Hoar also served as U.S. Attorney General under President Grant, and in the mid-1850's Simon Brown was Lieutenant Governor of Massachusetts.

The important issues of the day were given a forum in Concord's newspapers. The Concord Freeman under publisher Francis Gourgas became the leading Democratic newspaper in Middlesex County of the 1830's through early 1850's. Its rival publication, the Concord Gazette, which began as an anti-Masonic publication, became aligned with the Whig, and later Republican parties.

Abolition was one of the major topics in the years before the Civil War, and Concord saw strong anti-slavery activity at mid-century. Franklin Sanborn became a prominent leader of the movement, was visited in Concord by John Brown prior to Harper's Ferry, and even escaped to Canada during a dramatic arrest attempt. The Civil War appears to have had a somewhat uneven impact on the residents of Concord. Many of the dead and wounded were from the town's farming families. The tragedy of their experience is perhaps less visibly highlighted by the 1866 town monument on the square (NR), than by Daniel Chester French's 1909 Melvin Memorial in Sleepy Hollow, which is dedicated to the three out of four sons of Asa and Caroline Melvin who died in the conflict. The Concord Artillery was mustered as Company A (later Company G) of the Fifth Massachusetts Volunteer Militia under Capt. George Prescott. Many Concord soldiers served in other companies, as well, including several companies of the Massachusetts Colored Troops.

The middle years of the nineteenth century are today familiar as the time when the intellectual "flowering of New England" was centered in Concord. The best-known figure at the time was Ralph Waldo Emerson, who attracted a group of influential thinkers and writers to the town. Partially through the Concord Lyceum, which was founded in 1828, the public lectures and gatherings that included the likes of Concord residents Henry David Thoreau, Nathaniel Hawthorne, Bronson and Louisa May Alcott, Ellery Channing, and frequent visitor Margaret Fuller dominated much of the intellectual and social life of the town for decades. Concord's natural landscape became the embodiment of the Transcendental philosophy, and under Thoreau, it was also the first laboratory of the science of ecology. Today the area most treasured by Thoreau and the Transcendentalists, the 2680-acre Walden Woods, remains largely intact in the southeast section of Concord and northwest edge of Lincoln, as does his beloved Estabrook Woods in the north.

Religion/Education

The middle of the nineteenth century was a period of diversification of religious beliefs in many New England communities. In Concord a small Universalist Society was formed in 1842 and built a church on the north side of Monument Square. In 1863 Concord's growing Catholic population was organized as a Mission of St. Mary's in Waltham. When the struggling

Universalist Society dissolved in 1865 it sold its abandoned church to the Catholics. Finally, in 1868, St. Bernard's was formed as a Catholic parish. Beginning in the late 1860's, Episcopal services were held sporadically in private homes and public halls. The "new" 1823 burying ground on lower Bedford Street was expanded twice during this period, in the late 1850's and 1860's, to become Sleepy Hollow Cemetery. In 1865, just in time to bury some of their Civil War dead, St. Bernard's parish opened St. Bernard's Cemetery on the new Bedford Street.

Efforts to improve the quality of education continued through this period. Major physical improvements were made in the districts, with the replacement of all the schoolhouses between 1847 and 1858, most of which are still standing, though in altered form. One district, the North Quarter (District #7,) was even able to construct its schoolhouse of brick. (Cf. 1234 Monument Street.) By mid-century four schools were located at the center--the college-preparatory grammar school on the square, and three primary schools, the east, west, and north. In 1851 the grammar school was divided into two schools, an intermediate school to serve students from the center, and a high school for the whole town, and in 1869 a high school building was built on the first block of today's Stow Street. The districts were still expected to provide both primary and intermediate instruction in the outlying areas, in an ungraded format. The Academy closed in 1837, but its building was used briefly by a small school under John and Henry Thoreau. Other prominent writers and philosophers were extremely influential in the course of education here, as well. Emerson persuaded the young Franklin Sanborn to come to Concord to start a private school in 1855, which he taught and administered at two locations on Sudbury Road for several years.

Mary Peabody Mann, widow of educator Horace Mann and an influential writer and teacher herself, moved here with her children in about 1860, and Bronson Alcott, building on his experience as former head of a private school in Boston, served for a time as Concord's Superintendent of Schools.

Architecture

Residential: A moderate number of new houses were built during this period, in a full assortment of styles and house-types. They range from vernacular buildings in small developing neighborhoods of modest gable-

end, side-hall-entry houses through high-style residences that were constructed at the center and on a few of the more prosperous farms. The town center has some magnificent examples of the dominant mid-nineteenth-century style, the Greek Revival. Three are large "temple-front" houses, with classical columns across the facade. Two of them, David Loring's house of 1838 at 186 Main Street, and Cyrus Stow's at 110 Walden Street, (ca. 1851,) are enlargements of earlier buildings. The third, built in 1845-6 at 310 Main Street for Joel Britton, is the only example in Concord of a temple-front house with square columns and a second-story facade gallery. Ebenezer Rockwood Hoar's residence at 194 Main Street is another type of high-style Greek Revival house, with a pedimented, flush-boarded and pilastered facade. The 1830's-'50's also saw the continuation of the 2 1/2-story five-bay house, now embellished with characteristic Greek Revival details. Several recessed entries appear (cf. the Frost and Richardson Houses of 1844 at 235 and 245 Main, the Josiah Bartlett House at 35 Lowell Road, and the Sampson Mason House at 645 Lexington Road.) Shallow pediments appear over doors and windows on several buildings; the windows are now primarily 6-over-6-sash, some of them of the "long" floor-to-ceiling proportions. Greek fretwork trims some doorways from the 1830's-1850's, such as that at #656 Barrett's Mill Road, and many entries have full-length sidelights.

The early Gothic Revival is represented in only a few houses in Concord. One, the gable-end Cyrus Pierce House of 1851 at 23 Lexington Road, is built of stone. Another, Simon Brown's "River Cottage" of ca. 1846 at 49 Liberty Street, with three verge-boarded dormers and a wide facade porch, is the epitome of a picturesque country cottage as promoted by writers on rural architecture, such as Andrew Jackson Downing. Two other mid-century cottages, at #s 48 Elm and 18 River Streets, appear to be based on a specific Downing model, a small bracketed gable-end cottage pictured in his 1850 *Architecture of Country Houses*.

The Second Empire style, which reached Concord in about 1860, is also present during this period. The earliest known is the Lorenzo Eaton House at 66-68 Monument Street, built just prior to the Civil War. 44 Middle Street, probably built a few years later, is the town's most elaborate example of the early Second Empire combined with aspects of the "Downing cottage", and the only known house built by Moses Hobson in this style. The high-style Italianate is less well represented in Concord than on some

other communities. A true Italian "villa" with a three-story corner tower was built at the end of the period for George Brooks at 1 Sudbury Road, however, and there are several more modest vernacular Italianate houses dating to the early 1870's, most of them in the gable-end form.

Institutional: Major changes occurred in the appearance of the town center during the Early Industrial Period. In 1841-42 the First Parish meetinghouse was again rebuilt, this time to a Greek Revival design by Boston architect/builder Richard Bond. On the north side of the common, the Universalists built their meetinghouse in a simple Greek Revival mode in the early 1840's. In 1865 after the Catholic Church acquired the building, it was enlarged and remodeled. Even then, there was concern in the town for preserving the existing character of the center. Fears were raised that a "brick and stone" church of a type popular among Catholic churches of the time would not harmonize with the surrounding buildings, and the church was rebuilt in a subdued clapboard Italianate Style instead. In 1849 a fire destroyed several buildings at Monument Square, including the court house, which was replaced the next year by the present structure, a hybrid of Greek Revival, Italianate, and, after a fire in 1900, the early-twentieth-century Colonial Revival. (NR). In 1851, Richard Bond was again hired, this time by the town, to design the brick and brownstone Town House in a Renaissance/Italianate style (NR). It was large enough to include two rooms for the high school and intermediate school. The need for a separate high school building became quickly apparent, however, and in 1862 the high school moved to a small building on Main Street on the property of the present library. A second, larger high school, also in the Italianate style, was completed nearby in 1869 at the foot of today's Stow Street, setting the stage for the creation of that street as a true "schoolhouse row" over the course of the next sixty years. Both high school buildings are long since gone, as is a nineteenth-century almshouse, constructed on Walden Street in 1866.

Commercial: A small building boom in the opening years of the Early Industrial Period is responsible for much of the transitional Federal/Greek Revival character of the town's commercial center. The 1828 filling of the mill pond entailed the destruction or relocation of all the buildings on the Milldam, and the new base of Main Street, called "Exchange Street," filled with small commercial blocks over the middle of the century. Among the first built, and still the most significant, is the 1832 brick bank/insurance building at 46/48 Main Street, the earliest temple-front Greek Revival building in Concord. The two attached commercial blocks at 23-29 Main Street, built by the Milldam Company in the 1830's, are rare survivors of a transitional Federal/Greek Revival store design, with parapet brick end- and party walls and flushboard upper facades. After the railroad came through, early depots were built at the center, West Concord, and at Walden Pond (demolished.) In 1844 a three-story Greek Revival hotel, the Middlesex Hotel (demolished), was built on the southwest side of Monument Square.

Industrial: The only significant industrial building from this period is the five-story brick Italianate mill designed by architect Elbridge Boyden in 1864-65, which was built to replace the Damon Mill after it was burned in 1862. (NR.)

LATE INDUSTRIAL PERIOD (1872-1914)

Transportation Routes

The 1870's were a time when many secondary streets were laid out, existing roads were widened and realigned, and additional rail lines came to Concord. As the period opened an effort led by benefactor William Munroe, Jr. widened the intersection of Main Street and Sudbury Roads, moving back some of the buildings on the north side in order to create a vista toward the new public library, then under construction on the triangle between the two streets. The major road and rail systems remained from mid-century, but side- and secondary streets proliferated throughout the period. Many streets were laid out by small development companies, including Hubbard Street in 1872 and, beginning in 1874, most of the side streets at West Concord.

The first streets in the neighborhood "Back of the Depot" in the Grant Street area were also cut through in the early 1870's. At about the same time, Bow Street was developed at the terminus of the new Middlesex Central Railroad by William Munroe, Jr., and David Lang laid out Lang Street. The town extended Thoreau Street south to its present intersection with Walden Street in 1873. New streets continued to be laid out through the end of the period. By 1884 the main roads of Nashawtuc Hill were in place, and the 1880's and '90's saw rapid street expansion at West Concord. At the center, Everett Street was accepted by the town in 1891, and the earliest streets of the Nashoba Park development--Nashoba, Crescent, Hosmer and Garland Roads--were cut through between 1900 and 1913.

Most of Concord's major bridges were upgraded to stone during the 1870's and early 1880's, greatly easing transportation across the rivers. Two at the center, the Elm Street Bridge and Flint's Bridge on Monument Street replace earlier structures; the Nashawtuc Bridge over the Sudbury to Nashawtuc Hill was built on a new extension north of Thoreau Street to Nashawtuc Hill.

In 1871-72 the Lowell & Framingham Railroad (later the Framingham & Lowell) was brought northward past White Pond and through West Concord. In 1872 the Middlesex Central was extended west from Bedford to a yard and depot on the east side of Lowell Road; it was

continued past Nashawtuc Hill to West Concord in 1879. In 1876 the Nashua, Acton, & Boston tracks were added along the Fitchburg line, branching north along the Framingham & Lowell at West Concord.

By 1900 an electric streetcar line came out from Bedford to the Milldam via Bedford Street, where it received power from a large battery facility. The Concord, Maynard & Hudson company extended a branch west through West Concord to Maynard in 1901, and another was added along Elm Street to Acton shortly thereafter.

Population

Concord grew steadily during this period except for two small declines in the early 1880's and between 1900 and 1905. In 1860 the town's population had been 2,246; by 1900 it had more than doubled to 5,652, and in 1920 it was 6,461. The foreign-born population, which formed most of the increase, was dominated in the 1870's by Irish immigrants; in 1878 half the births in Concord were to Irish parents. In 1885 55% of births were to foreign-born parents. Beginning in the mid-1870's immigrants began to arrive from maritime Canada, especially Nova Scotia. A significant number of Norwegians came in the early 1880's, followed by a number of Swedes and Danes, and in 1886 one-sixth of the marriages in Concord included at least one Scandinavian-born partner. Italian immigration to Concord began in about 1890, and just after the turn of the century a small number of eastern European Jews arrived. Year after year the changing demographics of the town was repeatedly underscored by the birth records. Of 82 births recorded in Concord in 1893, for instance, only 39 were to native-born parents.

Settlement Pattern

Concord center, while retaining its small commercial and municipal core, became increasingly residential during this period, with middle- and upper-class suburban development on new peripheral streets, most of which were laid out on former farmland by small local investors. The 1872 "Hubbard Estate Improvement," Concord's first true subdivision, was established on the old Ebenezer Hubbard farm in 1872, and a parallel farm to its south was subdivided for Everett Street, where the first houses were erected at the end of the 1890's. William Hurd developed the lower section

of Elm Street and River Street over the course of the 1870's and '80's, and in the 1880's his brother Charles began the division of a section of the old Willard/Lee Farm on Nashavtuc Hill, to be completed over the next several decades by William Wheeler. Shortly after the turn of the century the team of Lowden & Wilson began to put up other stylish houses on large lots in the Nashoba Park neighborhood southwest of Nashavtuc Hill, and George Albree subdivided much of the old Moore farm between Lexington Road and Cambridge Turnpike into small acreages for an idealized farm community. An intense effort by local real estate syndicates and factory owners filled most of the center of West Concord with houses from the mid-1870's through 1910. Throughout the period several builders, including Andrew Lowden and his nephew Richard Wilson, Patrick White, Mark Loftus, Charles Miner and others, most of them immigrants themselves, built speculative houses at the east and west ends of the center for the town's burgeoning population. This was the time when new, denser neighborhoods like "Herringville", Bedford and Davis Courts, and the streets "back of the Depot" rang with the sounds of many accents and languages, and became melting pots for various ethnic cultures. After 1900, linear neighborhoods stretched out along the trolley lines on Bedford Street, Old Bedford Road, and outer Main Street.

At the end of the nineteenth century, and well into the twentieth, there was also significant upper-class settlement on large country estates, many of which were established on portions of old farms. Concord had plenty of room for river-front estates, and from the late 1890's on, several large "country houses" were built overlooking the Sudbury on Fairhaven Hill and Lee's Cliff, and on Monument Street overlooking the Concord River.

The great volume of new development merged with improved technology to initiate major municipal improvements to the town. In 1874 water was brought to the center from Sandy Pond in Lincoln via a public water supply system; it was expanded to include other portions of town in 1883, with a town reservoir constructed on Nashavtuc Hill. In 1899-1900 a combined electric power station and sewage treatment plant was built on Keyes Road to serve the center of town.

Economic Base

In the late industrial period the difference in function and character between the east and west sections of town increased. The center became more residential, with a commercial district still concentrated on the Milldam, and a small secondary freight/lumber yard/commercial focus a half-mile to its west at the Fitchburg depot. West Concord became a true industrial village, built up around the junction of four railroads, the 1878 State Prison (by 1884 the Massachusetts Reformatory for Men,) a cluster of small factories in the Main Street/Commonwealth Avenue area, and the Damon Mill and Powder Mills at the west end of Main Street.

For the rural sections of town, this was the era of large progressive farms, which operated with varying degrees of success. An overly ambitious undertaking was the 650-acre Musketaquid Stock Farm, specializing in the raising of Shetland ponies and shorthorn cattle, which operated in the 1880's in the area between upper Monument Street and Lowell Road. More successful, and still sought after today for its fruits and vegetables, was the dairy farm established by the Rev. Charles Hutchins in 1887 on the old Barrett Farm at Punkatasset Hill. Strawberries and asparagus became major cash crops on the farms of Hubbardville and Nine Acre Corner and on the plains of the East Quarter, where several of the old farms were acquired by Italian immigrants by the beginning of this century. In fact, by 1900 many of Concord's farms had been purchased by members of Concord's sizable immigrant groups. Records from 1899 show that in that year 40 farms were owned by Irish families, 16 by Scandinavians, and 14 by people from the Canadian Maritimes.

Political/Military

In all periods of its history, residents of Concord assumed positions of regional and national importance, but this seemed to be particularly the case in the last part of the nineteenth century. Judge Henry French was called to Washington as the Assistant Secretary of the Treasury in 1876, Judge Hoar's brother George Frisbie Hoar served as both Congressman and US Senator from Massachusetts, the Judge's son Sherman also served one term as a Congressman, and in the late 1890's Boston legislator "Honey Fitz" Fitzgerald and his family took up a brief residence in West Concord, returning thereafter for many summers.

The 1870's was a decade of remembrance, and Concord held major observances to commemorate the victims of the Civil War, and to mark both the national Centennial and the hundredth anniversary of the Concord Fight. In the last quarter of the nineteenth century the volunteer military companies were extremely active, and in 1887 the old armory was replaced with a new drill shed and headhouse at 51 Walden Street, designed by John Chapman.

Concord sent a company of 74 men to the Spanish-American War of 1898-99 under Capt. Cyrus Cook, and former congressman Sherman Hoar died of a fever contracted while inspecting hospitals in the military camps. The period ended with the beginnings of another war, World War I.

Religion/Education/Arts and Culture

The end of the nineteenth century saw a religious diversification that reflected the influx of new residents who had a variety of religious backgrounds. A small Episcopalian population, many of whom had moved to Concord from other communities, grew steadily through the 1870's; in 1884 Trinity Church was built, and Trinity Parish was established in 1888. The town's Scandinavian-born residents organized the Norwegian and Danish Methodist Church in 1887, later merging it with the Trinitarian Congregational Church. At West Concord, the first West Concord Union Church was built in 1893, and a second Catholic church, Our Lady Help of Christians, was both built and organized in 1904.

During much of the early part of this period Concord struggled to accommodate a burgeoning school-age population and to grapple with emerging theories of educational reform. Progressive school superintendents, including Dr. Edward Emerson, John Tileston, Dr. William Harris, William Eaton and others, following on the heels of Bronson Alcott's Civil War period leadership of the schools, led the way to major change in the town's educational system. Over the course of the 1880's the old district school system was gradually phased out, and the public school system became entirely centralized. In 1880 the Emerson School at 58 Stow Street, built to serve the grammar and primary grades of the entire town, became the first consolidated school in Concord for younger pupils. Its counterpart in West Concord, the West Concord School, was built in 1886-1887, and in 1890 the old high school was moved a block to the south to make way for a new larger building designed by local architect John Chapman (demolished).

Another important addition to Stow Street, now fittingly called "schoolhouse row," was the first section of the Emerson Playground, donated to the town in 1887. The final public school-building project of the period was the construction of the Peter Bulkeley School in 1912.

In addition to the educational improvements in the town system, several new private schools were established during this period. In the 1890's the forerunner of today's Concord Academy, Miss White's School, later to become a Montessori school, opened on Belknap Street in the 1890's. Four secondary schools for boys were established, three of which lasted for only a short time. The Concord Home School, later called the Concord School, operated on Wood Street from 1891 to ca. 1911. The Mill Brook School on Hawthorne Lane and Cambridge Turnpike ran from 1913 through ca. 1920, and the St. Andrews/Eckveldt School operated for several years on Monument Street. The only private school from the period still in operation is the Middlesex School. Founded on the British "public school" model, it opened at the old Ephraim Brown farm on Lowell Road in 1901. Early in the period another institution was established for the enrichment and education of the adult mind, the School of Philosophy. Under the direction of Bronson Alcott, it ran a six-week summer term for many years in a rustic building that still stands behind the Alcott home at Orchard House (NR).

The influence of the Transcendentalists and mid-nineteenth-century writers had begun to wane by the 1880's, hastened by the death of Emerson in 1882. Several significant events in arts and culture took place in Concord during this period, however. In 1872-73 the Free Public Library was built under the guidance of William Munroe, Jr., and in 1886 the Concord Antiquarian Society was founded. The young Daniel Chester French moved to Concord with his family in 1867, and eight years later for the Centennial celebration of 1875, under the watchful employment of the town, he unveiled his first major work, the statue of the Concord Minuteman at the North Bridge (NR).

Architecture

At the end of the nineteenth century, local builders continued to make their mark on Concord, and by the 1880's true architects, of which local resident John Chapman was the earliest and most prolific, were designing buildings here, as well.

Residential: Again, there was nearly a full range of architectural styles and house-types present during this period, ranging from vernacular to high-style examples. The latter were especially prevalent at the Center and in the country "estates." Many double-houses were built, especially at West Concord and in the Hubbard and lower Bedford Street areas. In vernacular houses, there was a continuation of the 1 1/2- and 2-story gable-end, side-hall-plan type until the end of the period, with decoration representing several styles that progressed from the Italianate through the Queen Anne to the early Colonial Revival.

In the 1870's a few Stick-Style houses were built at the center; the most elaborate are located at 40 Elm Street and 63 Wood Street. Most Italianate residences from the period were middle-class gable-front houses with vernacular details, of which Hubbard Street and lower Elm Street have many well-preserved examples. After a flamboyant beginning in the 1860's, the Second Empire houses built here after the Civil War were more modest versions of the style. Concord has several examples of the small Second Empire "mansard cottage," including a cluster of three, dating to 1875-76, on Bow Street.

By the early 1880's the Queen Anne had arrived, of which the most elaborate example is the William Wheeler house, "Maru-Yama Kwan," at 190 Nashawtuc Road. Most other well-preserved Queen Anne houses in town are more subdued, but still display the fanciful qualities and complexity of form and texture typical of the style. Good examples remain from the early 1880's in an adjacent pair of houses built for Henry Hosmer at 339 and 349 Main Street, and in another pair that John Chapman remodeled for B.H. Huttman at 201 and 215 Lexington Road. Hildreth Corner, which has several "extended farmhouses" from various periods with attached sheds, barns, etc., has two magnificent five-part, turn-of-the-century Queen Anne farmsteads, the homes of Theophilus Mason at #625, and of Hiram Worthley at 648 Lowell Road, both built closer to the turn of

the century. The Shingle Style is mainly present in some of the large country houses, in a streetscape of four residences put up on Wood Street between 1897 and 1909, and in some of the first buildings from the 1890's on Nashawtuc Hill.

By the end of the period the Colonial Revival was taking firm hold in Concord, as it was in surrounding communities. Its early development here was highlighted by some outstanding architect-designed houses, such as "Mount Vernon," the Classical/ Colonial Revival mansion with two-story riverfront Ionic portico designed by H.D. Hale for Charles Francis Adams, III on Fairhaven Hill in 1899, and architect Harry Little's own residence, "Littleholme," built at 263 Simon Willard Road in 1914. The Colonial Revival was also appearing in stylish houses put up by builder/developers, including those in Nashoba Park by Lowden & Wilson (cf. e.g. 369 Elm Street,) and later Richard Wilson alone. Many of their houses are characterized by the exaggeration of certain features such as heavily-proportioned Tuscan entry columns which lend a consistency of design to their surrounding neighborhoods. By the turn of the century, American Four Squares began to appear in all parts of town, and by 1910 one-story Craftsman and/or Colonial Revival bungalows were being built, even on the outlying farms. Excellent examples of both types are represented in #s 226 and 252 Lexington Road, part of a line of five early-twentieth-century houses.

Institutional: As in residential architecture, institutional construction in Concord during this period took a variety of forms and styles. At the 1878 State Prison at West Concord, the warden's house, designed by George Ropes, is an outstanding example of late Second Empire brick architecture. John Chapman utilized the late Gothic Revival in his tiny brick Nashawtic Reservoir gatehouse of 1883, and in the little English country-church-inspired Trinity Church, designed in 1884. For two buildings of 1887, the West Concord School (demolished) and the armory at 51 Walden Street, Chapman turned to the shingled Queen Anne, with overtones of the Romanesque. The Queen Anne was utilized by the Fitchburg Railroad for both surviving depots. The 1880 Emerson School, designed by John Faxon, is another excellent example of the heavy shingle Queen Anne/Romanesque. Two major private schools of the period, however, turned to the Colonial Revival for their campuses. Peabody & Stearns of Boston designed both additions for the Concord Home School in 1891, and in the early years of this century, the campus of the Middlesex School. In this period the Classical Revival, which was mixed with Georgian or Federal elements in some of the country houses, is found in its purest form in the First Parish Church, which was rebuilt as a close replica of the former Greek Revival building, which burned in 1900.

Commercial/Industrial: The Colonial Revival taste also guided other rebuildings and renovations of the period, most notably the restoration of the eighteenth-century Wright Tavern on Lexington Road. The 1899 Concord Power Station on Keyes Road, designed by A.W. Longfellow, Jr., is a rare surviving example of a small-scale Federal Revival brick municipal power plant of the turn of the century.

Most of the town's industrial structures of the period, including virtually all the small factories constructed at West Concord, are astylistic utilitarian, wood-frame buildings. At Concord Center, Thoreau Street has two well-preserved examples of utilitarian stores with parapet fronts and simple bracketing, built in 1902-3. Other stores of the period were more pretentious. Several two- and three-story commercial "blocks" were constructed at the milldam. The 1881 Union Block (8-28 Main Street) is a large, simple late Second Empire design with a mansard-roofed third story. Two stylish two-story, flat-roofed brick blocks were built in the 1890's at #7-11 Walden Street and 15/17 Main Street. In their second stories the former utilizes some of the popular eclectic Victorian scroll/swag decoration

in the wooden window surrounds, and the second, more Federal Revival in spirit, employs paired round-headed windows under large brick arches. Friend's Block, a two-story brick corner building that is one of the focal points of the center, is an 1892 Colonial Revival structure embellished with sandstone columns and keystones and terra cotta banding.

Agricultural: Concord retains many well-preserved barns built after 1870; virtually all are of the "New England" type, with wagon doors in the gable-ends. The magnificent 1893 barn with elaborate sawcut decoration at 594 Strawberry Hill Road is all that is left of the David Mason farmstead. Another example from the 1890's, the large double-cupolaced Lawrence barn opposite 1487 Monument Street, is one of several well-preserved "double-ended" barns.

Engineering: The late industrial period saw the construction of several new engineering structures. Surviving from a late nineteenth-century program of bridge upgrading are four stone-arch bridges: the three-arch Elm Street Bridge of 1874, the four-arch Flint's Bridge of 1877, and two single-arch bridges, Nashawtuc Bridge (1883), and Derby's Bridge at West Concord (1886).

EARLY MODERN PERIOD (1915-1941)

Transportation Routes

With the coming of the automobile, Concord saw significant changes, including the abandonment of the electric streetcars in 1923 and the loss of some of the rail routes. In the 1930's a major auto route, the Concord Turnpike, was built to bypass the center of town, with concrete bridges over the rivers and the railroad. It later became part of today's Route 2. More side roads were opened for new small developments and subdivisions in several locations, including both the town center and at West Concord. Some streets, such as Nashoba Road, Stow Street, and Everett Street, were extended. In 1927 at West Concord a new crossing of the Assabet was made when the developers of Upland Road extended Pine Street south over the river. A few streets, such as Laurel Street, which was accepted by the town in 1933, were built up with houses years before they were officially laid out.

Population

There was slow, steady growth in the town between the two World Wars. By 1940 the population had jumped to 7,972, up by 1,500 from 1920.

Settlement Pattern/Municipal Improvements

During this period, most of the town's residential growth took place in the form of expansions of existing neighborhoods and developments, rather than the creation of new ones. Builder/developers were again major players. Richard Wilson developed three more blocks in the "Herringville" neighborhood between Thoreau Street and the railroad, and continued building in Nashoba Park. At West Concord, the Hillside Avenue neighborhood began to fill with small houses, and Kennan Damon's Riverview Trust developed Upland Road south of the Assabet. Some builders of the era, such as John Bent and Charles Comeau, put up two or three houses at a time. H. Whittemore Brown, who was building in the Elm Street/Nashawtuc Hill area, formed the development company, Air Conditioned Homes, which began to put up small houses all over town.

Although a major step in town planning was made in 1921 when Concord became one of the first towns in the area to adopt a Zoning Bylaw, in 1931 a new phenomenon, the development of a small lakeside cottage community by an outside real estate company, arrived in Concord, when Thomas Reilly divided land on the shores of White Pond into lots as small as 1685 square feet for his "Pine Knoll Shores" development. Like many developments of its type geared to lower-income city-dwellers, the lots were offered for under a hundred dollars, and many of the houses were "factory-built" models offered by mass-production companies such as Hodgson Homes. Partly in reaction to citizen efforts to require larger-sized lots at White Pond, the town's first Planning Board was established in the early 1930's.

Another significant action of the 1930's was the decision to buy, instead of generate, electric current for the town. Town Meeting stopped short of relinquishing ownership of the electric power lines, however, and the Concord Municipal Light Plant continues today as one of the few locally-owned utilities left in eastern Massachusetts. The importance of the western end of town as a distinct entity was underscored in 1928 by the official adoption of the name "West Concord" for that section.

Economic Base

The importance of agriculture in the town's economy decreased over the course of the early twentieth century, although farming remained a stronger element in Concord than in many surrounding communities. The rise of a Boston-based suburban, commuter population continued. There was much activity on the Milldam, as many types of modern stores opened in the older buildings, while several were replaced by structures such as Harry Little's Consolidated Gas Company building at 13/15 Walden Street. Many former stores, such as Peterson's Clothing store, Hollis Howe's jewelry store and Friend's and Richardson's Drug Stores continued through the entire period as fixtures of the Milldam. Casualties of commercial expansion at the center, however, were the last of several old houses on Main and Walden Street that were torn down for new business blocks and parking lots.

In spite of the decline of some companies, especially during the depression, industry was firmly entrenched at West Concord in this period,

with several new factories opening, including the Lambertta Garnett Mill in 1916, and Moore & Burgess Narrow Webbing Factory, which relocated from South Acton in 1917.

Agriculture continued to encompass considerable variety, from the "truck garden country" of the East Quarter and Barrett's Mill Road to the growing dairy operations begun in 1927 by the Verrill family at Nine Acre Corner. The large Wheeler farm at Hubbardville on Sudbury Road still produced huge quantities of asparagus, and West Concord was the center of the town's strawberry production.

Political/Military

Many Concord soldiers saw action in the First World War, as the old I Company of the Massachusetts Sixth Regiment, which had been active in the Spanish-American War and was now part of the National Guard, was again mobilized.

Religion/Education/Arts

Fewer changes in religious societies occurred in the early modern period than in former periods. The Norwegian and Danish Methodist Church had been absorbed into the Trinitarian Church, but another Scandinavian society, the Norwegian Free Evangelical Church, built a sanctuary on the developing Lang Street.

The need continued for expanded school facilities, and several new schools were built. A second elementary school for West Concord, the Harvey Wheeler School, was built in 1918 next door to the West Concord School. On Stow Street, the Emerson Playground reached its full size in 1925, and in 1929 a new high school replaced the 1890 building and the Peter Bulkeley School was enlarged. In 1935-36 the Hunt Memorial Gymnasium replaced the old 1869 high school building, which after its move to the southwest corner of Hubbard and Stow had served for many years as an elementary school, the Ripley School.

Private schools continued to be an important part of Concord's educational scene. The Middlesex School added several more major buildings to its campus through 1930. In 1919 Concord Academy was

established, as a secondary school affiliated with Mrs. Dillingham's Montessori School on Belknap Street. It held its first classes in the Pellet House on Lexington Road, and acquired its first building of its present Main Street campus, the old Davis/Loring House at #186, in 1922. In the ensuing decades the school gradually acquired most of the row of the properties on the north side of the street from the Wheelock/Shepherd's Tavern to George Sohler's house at #228 Main. In 1929, on the eve of the depression, another of Concord's major independent schools, the Fenn School, was founded on the former Peterson Farm on Monument Street.

The town added a branch library in West Concord, the Fowler Library, in 1930. Three other important cultural institutions which continue today were formed or significantly expanded during this period. In 1917 the Concord Art Association was founded under the leadership and patronage of artist Elizabeth Wentworth Roberts. The Concord Players was established in 1919, and the next year moved into the Armory at 51 Walden Street, where its performance space was enhanced by a new stage designed by Clarence Blackall. In 1930 the Antiquarian Society built the Concord Antiquarian Museum (now the Concord Museum) on Lexington Road to house its extensive collections.

Architecture

As in most of the towns in the Concord area, the period between the wars was dominated by the Colonial Revival influence from the humblest to the grandest buildings, with only a scattering of structures in other styles. Several major architects, some of whom built their own residences here, helped to shape the face of the town during the early modern period. Harry Britton Little built his own 1914 house at 263 Simon Willard Road and several of the town's public buildings in a scholarly Colonial Revival style. He also contributed three French Provincial houses, one of which, the Berkeley Wheeler House, stands across the street from his own, at 256 Simon Willard. Two other architects, Thomas Mott Shaw, who built a rare Tudor Revival/Craftsman family compound on Garfield Road in 1909-1910 (part--NR), and Andrew Hepburn, who added a large Georgian Revival wing to the ca. 1790 Jonathan Hildreth House (NR) in 1941, are best known for the rebuilding of Colonial Williamsburg in the 1930's as partners in the firm of Perry, Shaw & Hepburn. Hepburn's magnificent five-part ca. 1940 brick mansion for Henry Laughlin at 1510 Monument Street, though said to

be based on the design of an Irish castle, probably owes much of its inspiration to the architecture of Virginia with which he was so familiar. Other architects such as Frank Owen and William Kussin were responsible for several buildings during this period, as well.

Residential: There is a good representation of several Colonial Revival house-types in all parts of town. Many large one-of-a-kind Georgian- and Federal-Revival residences were built on the open lots of Nashawtuc Hill and Nashoba Park through the 1930's, with hipped or gabled slate roofs, sunporches and dens on the ends, and fanlighted or Tuscan-columned entries. Isolated Colonial Revival houses continued to appear on outlying country estates through the beginning of the depression, several of them built in brick. More modest houses mimicking the larger examples appeared in the new developments on Upland Road in West Concord, and as infill on the streets at the center. In the 1920's many Dutch Colonial Revival houses were built, ranging from a few tiny examples in West Concord to a stylish pair at 324 and 330 Main Street, and even some large architect-designed residences from the 1920's, such as 1117 Lowell Road. The American Four-Square, now built exclusively with Colonial Revival detailing, began to disappear by the mid-1920's, the same time that the first examples of the little Colonial Revival Cape Cod cottage were heralding one of the major trends of the middle of the twentieth century.

Concord lacks the large brick Tudor/Elizabethan Revival houses that appeared in some communities by the 1920's, but has a few shingled examples of its smaller "English Cottage" variant, such as 909 and 987 Lowell Road. A few more bungalows, their details ranging from the Colonial Revival to the Craftsman, were also built in the late 1910's and '20's as infill in the established neighborhoods and as part of the expanding streetscapes along outer Bedford and Main Streets.

Institutional: With the exception of a Gothic-inspired armory of ca. 1916 on Everett Street and the remarkable Spanish Revival Harvey Wheeler School, designed by W.H. Maclean in 1917-18, all the town's public buildings from this period are in the Colonial or Classical Revival styles. Most were executed in brick. A disproportionate number were designed by Harry Little, including the only clapboard building among them, the 1924-25 Trinitarian Church on Walden Street. His other local work includes the Fowler Library and Concord Museum, both built in 1930, the

1932 Middlesex Savings Bank, and the major remodeling of the Free Public Library from its old Victorian Gothic form to a Jeffersonian structure with octagonal rotunda in 1934. The 1935 Hunt Gymnasium with its gambrel roof and parapet end walls is emphatically Federal Revival, but its predecessor of 1929, the Concord High School of 1929 by Kilham Hopkins, & Greeley, is embellished with a type of art deco ornamentation which is found nowhere else in town.

Commercial: Harry Little also had a hand in some Colonial Revival additions and renovations on the Milldam, including the storefront of Anderson's Market at #46/48, and Helen's Restaurant at 23 Main Street. The one-story three-store brick "Colonial Block" at 59-73 Main Street is one of three examples of a 1930's Federal Revival commercial building that harmonizes with the old brick buildings of the Milldam Company. The Federal Revival also appears in the ca. 1934 Edison Co. light plant at 747 Main Street.

With the coming of the automobile, several utilitarian concrete-block auto-repair garages were built in both the center and West Concord, but none survives unaltered. There are, however, scattered examples of early concrete-block or "drop-sided" residential garages which remain in relatively original condition. One building unique in the town is the long one-story Willow Pond Kitchen, built in 1927 on outer Lexington Road as an early road-house to serve hungry automobile travelers, a function that it continues to this day. It was followed a decade later by the little Colonial Revival Howard Johnson's Restaurant, at the other end of the town on Elm Street and Route 2 (radically altered in 1992).

Agricultural: Few farms expanded during this period, and consequently there are few notable early modern barns or other outbuildings in the town. Several roadside farm stands do survive from the 1920's and '30's, however, most on the roads of the East Quarter.

LATE MODERN PERIOD (Post-1941)

The Concord of today is still being shaped by many of the same factors that were present throughout much of the town's history. It is still a regional transportation crossroads, with a major four-lane highway, Route 2, bisecting the town from east to west. State Routes 2A, 62, and 126 intersect at the town center, contributing to a network of regional roads that bring considerable through-traffic to the town, and the old Fitchburg Turnpike at the southern edge of town has become part of Route 117. The convenient access by road, coupled with an active MBTA passenger rail line along the old Fitchburg route, has made Concord a major "bedroom" suburb of Boston, a status which has contributed to infill and residential subdivision growth ever since World War II.

The population more than doubled between 1940 and 1980; since then it has remained relatively stable at 16,200 to 17,000. Local developers such as Air Conditioned Homes continued to build subdivisions and small groups of affordable houses, most in some version of the Colonial Revival, through the middle of the century. After World War II the large wooded area of Conantum south of the Sudbury River was filled with modern modular houses influenced by the International Style, and local architect William Kussin designed twenty small stuccoed three-bay cottages for returning soldiers and their families. Many large individual architect-designed residences have been built during the past several decades, and some buildings, such as several large International Style houses, and Pietro Belluschi's new Trinity Church of 1963, should prove to be of important architectural significance in the future.

In 1875 Concord had ranked ninth in the state for the number of cows. With the exception of a small herd at the Northeast Correctional Center farm in West Concord, however, the last dairy operations in town ceased in 1990. On the other hand, general agriculture, especially truck-farming in the East Quarter, at Nine Acre Corner, and on the large "Hutchins Farm" on Punkatasset Hill, remains a significant sector of the town's economy. Following a decline in manufacturing, however, former industrial facilities, including the Allen Chair Factory and the Damon Mill at West Concord, have been adapted for other uses. After several new public schools were built at mid-century, four former school buildings also

took on new roles--two as multi-unit housing, one for a senior-citizen's center, and one for a complex of artists' studios.

New residents are still attracted to Concord by its historic character, by its natural beauty, (an extremely high proportion of Concord's open space is protected from development,) by a lively professional and intellectual atmosphere, and by a high-quality school system. Nature-lovers are drawn to the rivers, woods, and the Great Meadows Wildlife Refuge, and history buffs come to visit the large Minuteman National Historical Park and the homes of the nineteenth-century authors. These are only a part, however, of the nearly 2,000 historic, architectural, and cultural resources that make Concord uniquely beautiful and historic town.

HISTORY OF WEST CONCORD

Introduction

For too long, West Concord was generally regarded as the historically insignificant section of one of the most historic towns in America. Its major development began in the last quarter of the nineteenth century, well after the events that made the town famous. While meticulous research has been showered on the Concord of the Revolution and of mid-nineteenth century philosophers and literary giants such as Emerson, Thoreau, Hawthorne and the Alcotts, information about the people and the buildings of the western part of the town has been nearly absent; in some of the many guidebooks that have been written about the town as a whole, West Concord is not even mentioned.

Today, however, with the growing respect for the complex culture of the late nineteenth- and early twentieth-century America, West Concord is gradually being recognized as a community that epitomizes some important patterns of the times and which possesses considerable character of its own, much of which remains intact in its buildings and physical features.

Topography

That character was formed as a result of several factors--some were natural phenomena, some were imposed on the community from outside, and others were generated by the resourcefulness of the citizens themselves. Like many New England communities, West Concord has been shaped by a hospitable environment of gently rolling terrain and fertile soil, and blessed by a network of waterways. The Assabet River winds through every section of West Concord. In the southwestern portion it is joined by Second Division Brook; in the north by Nashoba Brook. On each of the brooks a beautiful pond- its form created by the dams of early mill builders- enhances the local landscape. Over the years, the flood plain of the river and brooks has contributed to the fertility of the land, and the force of their waters has provided the power that first led West Concord to become the industrial heart of the town.

The three villages

As a community West Concord began as a triangle of three closely-linked villages. Westvale, which grew around a succession of mills on the Assabet at "Factory Village," was well built-up before the middle of the nineteenth century. Concord Junction started out as "Warnerville," a small hamlet associated by the 1860's with Ralph Warner's tub and pail factory on Nashoba Brook; by the 1870's, a junction of two railroads had spawned more building east of the factory. The third and most recent village had one powerful focus--the Massachusetts Reformatory, originally built in 1878 as the State Prison, a half-mile north of the junction. Known at first as "Prison Village," this was the residential neighborhood for the Reformatory's staff and soon came to be called simply "Reformatory."

The story of West Concord is largely the story of the coalescing of these three villages into one community, diverse at first, and then gradually melding to form a common distinct identity.

Boundaries

For the purposes of this survey, the boundaries of West Concord correspond to those dictated by tradition. The area covered is just under three miles, and roughly the same as old Precinct II, the district that by the end of the nineteenth century was deemed distinctive and cohesive enough to merit its own grammar school, and its own representation in the town government. This area extends southwest from the present Route 2 to the Acton border, and is bounded on the southeast to south by Old Marlboro Road, Harrington Avenue, and Kennedy's (formerly Hayward) Pond. A small section just north of Route 2 between the Assabet River and upper Barrett's Mill Road was also considered part of Precinct II.

COLONIAL PERIOD (1635 TO 1775)

The town of Concord was first occupied by English settlers as part of the Great Migration from England that took place between 1629 and 1641. Originally established as a 6-mile-square plantation and purchased from the Indians at "Musketaquid," the town was incorporated in 1635. The area that today includes most of West Concord was part of a second division of town land in 1655. Of the original settlers, Major Simon Willard was a principal owner in the "Second Division" grant, as was

George Hayward, who established a saw mill on the South (later "Second Division") Brook, ca. 1664. Two miles to the east, spanning the present Route 2, James Hosmer owned considerable acreage. Some time before 1700, Edward Wright established another mill, probably a fulling mill, on what is now Nashoba Brook at the present Commonwealth Avenue. Parts of its dam and foundations may still remain.

In 1658, Simon Willard sold 1600 acres (400 at the western edge of Concord and the rest in present-day Acton, Maynard and Sudbury) to a group of investors who established a company to dig bog iron: the Concord Ironworks. The center of its operations was located on the Assabet near the point where Main Street crosses it today at Westvale. Although the company was managed by a superintendent from the Saugus Ironworks, the Concord Ironworks was never very successful and it ceased operations by the end of the century.

The only other known colonial enterprise was a grist- and fulling mill that by 1715 was operating on the Assabet at the Ironworks site. It was run by Lot Conant and his descendants for the rest of the eighteenth century.

By the end of the period, most of the Western part of town had become an area of scattered farms and pastureland that was to remain relatively unchanged for the next century. Large eighteenth-century farms were owned by the John Brown family, flanked by the Conant property at Westvale, by Joseph Derby to its east, straddling the Assabet, and by the James Hosmer family east of "Derby's Bridge." South of the river were the farms of Josiah Wheeler and the Hayward family. The latter now included both a sawmill and a grist mill.

No pre-1725 "First Period" buildings remain in West Concord, but at least two farmhouses built in the solid, 2 1/2-story pitch-roofed central chimney Georgian, or "Second-Period," style are still standing--the ca. 1750 John Cuming house at the junction of Routes 2 and 2A, and the late 1770's Roger Brown house at 1694 Main Street. Both are National Register properties. Local tradition and stylistic evidence suggest that a third house, the Wheeler/Harrington House on Harrington Avenue, may actually be the earliest building in West Concord, dating back to the 1740's.

FEDERAL PERIOD (1776-1830)

Growth was slow in West Concord in the years after the Revolution, but shortly after the turn of the nineteenth century several significant changes occurred. In 1808 the Ironworks site was again sold, this time to Capt. John Brown and Ephraim Hartwell, who used the force of the Assabet to power one of the earliest cotton spinning mills in Massachusetts. In 1819, on Wright's (later Nashoba) Brook, David Loring began another enterprise: the lead pipe works across the road from Wright's mill. No buildings associated with the lead works still stand, but the mill at Westvale, which was fitted out for weaving by 1824, spawned a small settlement known as "Factory Village," from which at least two houses remain. John Brown's house at 1646 Main Street (the Brown/Damon House) built ca. 1812 is a well-preserved example of the federal style--a two-story hip-roofed house with a graceful fanlight over the door. The other building, probably built during the 1820's at 15 Water Street, is the only example of a brick-ended house in West Concord, with chimneys and a parapet incorporated into the end walls. By 1814, at least one other prominent farmhouse had been built in the vernacular hip-roofed Federal style: the Hosmer House at 1042 Main Street (now much altered).

Two Hayward family houses date from the 1820's, at 86 Hayward Court and 1891 Main Street. The house of Reuben Hayward, who ran the family saw mill at the time, was built in 1824 in the Federal Style, but its next door neighbor of ca. 1828, built by Reuben's brother James, is probably the earliest example of the Greek revival style in West Concord. A simple 2 1/2 story 3-bay pitched-roofed house, it has a deep cornice, solid proportions, wide board trim and classicised entablatures typical of the Greek Revival with a hint of Gothic Revival as well in the pointed-arched side-lights of its twin-facade doorways.

EARLY INDUSTRIAL PERIOD (1830-1870)

The middle decades of the nineteenth century saw the establishment or expansion of several enterprises that were to have a lasting effect on West Concord. In 1834, at Westvale's Factory Village, the cotton mill was purchased by Calvin Damon, an experienced superintendent from the Saxon Mills in Framingham who expanded the operations to include the weaving of several kinds of both cotton and woolen cloth and is credited with the invention of the "domet," a substitute for linsey-woolsey. He enlarged the

old wood frame mill building, upgraded the dam and raceways and built several subsidiary buildings including the two 1830's 2 1/2-story, vernacular boarding houses at 27 and 33 Water Street. In 1839 he purchased the Rufus Holden House (1641 Main Street) built a few years earlier. It is West Concord's grandest example of the Greek Revival Style—2 1/2 stories with its gable-end to the street and a pedimented facade and 2-story enclosed entry "porch."

The establishment of another Westvale business in 1835, Pratt's Powder Mills, located west of Factory Village astride the Acton border, was responsible for improving transportation through Westvale. Until then, the major route west from Concord had been the old Lancaster Road, which followed the line of the present Main Street (Route 62) north of the Assabet as far as the John Brown House, then, still following the river, veered northwest of the cotton mill. The powder mills, however, were located on the south bank of the river, and necessitated the first good bridge over the Assabet at Factory Village. Built in 1842, the bridge changed the main route to a more westerly direction, and opened up easy access to the southwestern portion of Westvale.

It was in this section that most of West Concord's mid-century residential growth took place, as wood-frame houses in a variety of vernacular forms spread out from the mill. Modest Greek Revival houses with pedimented window and door lintels appeared, and it was here that West Concord's long tradition of the side-hall plan, "knee-wall" cottage, with its pitched roof turned gable-end to the street, began. By 1871, the Damon Company had also built small knee-wall cottages further east on Main Street, on its "Grove Lot," of which the houses at 1496 and 1510 Main Street remain.

Other house styles appeared at mid-century also. Although West Concord has very few Gothic Revival buildings, a simple, pitch-roofed, 1 1/2-story cottage at 1651 Main Street still displays its roof finial and saw-cut verge-boards. By 1870, two Mansard-roofed, Second Empire houses were also built at Westvale, a 2-story farmhouse at 1816 Main Street, and a charming 1 1/2-story cottage with wrap-around veranda at 1611 Main Street.

The Railroad era

More than any other single factor, it was the coming of the Fitchburg Railroad through Concord in 1844 that set the stage for West Concord's subsequent development. Paralleling the old Lancaster Rd., it too made its way west from Boston via "Concord Village" (now Concord Center), crossing the Assabet just north of Derby's Bridge, and passing north of Damon's mills.

While the railroad made further industrialization possible, its capacity for shipping milk and produce also altered West Concord's farming economy, as acres of pastureland gave way to other types of agriculture. The Derby farm, now run by Benjamin Derby, became a dairy farm, as did James Russell's property at Westvale. Much asparagus was grown, and Abiel Chase, whose farm straddled the tracks west of Derby's, became known as "the Strawberry King" for his high output of strawberries, growing as many as 5,000 boxes per acre in a season.

"Warnerville." The creation of two ponds

In 1831, David Loring expanded his lead pipe works to include sheet lead manufacture. The entrepreneur who was to alter the face of the eastern section of West Concord after the mid-nineteenth century, however, was Ralph Warner, who bought Loring's little factory in the mid-1850's and converted it into a wooden tub and pail factory. Warner raised the dam on the brook thereby creating Warner's Pond; and during the 1860's, he constructed several houses and a small hotel/boarding house along the present Commonwealth Avenue. Left from this group are such buildings as the charming little "bracketed" Italianate cottage at 101 Commonwealth Avenue and the hotel itself at 5/7 Laws Brook Road

In 1852, near the mouth of the Second Division Brook Sylvester Hayward also raised or rebuilt a dam—this time to supply power for his graphite grinding mill, which supplied material for Henry David Thoreau's pencil factory in Concord Village. In the process of rebuilding, the present shape of Kennedy's (Hayward's) Pond was created.

Damon & Smith

Calvin Damon died in 1854, leaving the mill at Westvale to his son Edward. One of the earliest crises under Edward's management was the total destruction by fire of the old mill building. The present five-story Italianate brick structure, designed by Elbridge Boyden, a significant Worcester architect, was built in 1864. It is today, as it was then, the focal point of Westvale.

Under a twelve-year partnership between Edward Damon and Henry Smith, from 1864 to 1876, the mill's operations expanded further. The company even constructed a sawmill opposite the mill, run by builder Cyrus Fletcher whose own house at 1547 Main Street is still one of the best examples of the simple mid-century Greco-Italianate style in West Concord. Employee housing increased at this time, too. The "Hill Block" just east of the mill, a 2-story, six-unit building unique in West Concord and a pair of large double houses at the end of Conant Street were built between the 1850's and 60's.

LATE INDUSTRIAL PERIOD (1870-1906)

Two major changes heralded the last quarter of the nineteenth century as a period of explosive growth in West Concord, and were the final step in its establishment as the manufacturing center of town. The first was the 1871-2 junction of the Framingham & Lowell Railroad with the Fitchburg line, just west of Derby's Bridge. The second event was the establishment of the new State Prison (converted six years later to the Massachusetts Reformatory for Men) a half mile to the north, in 1878.

Four railroads

The Fitchburg and the Framingham & Lowell lines were soon followed by two more: the Middlesex Central and the Acton, Nashua and Boston branch of the Concord, New Haven & Montreal Line to the north of the prison. This assured the easy passage of freight through the area. Soon several new manufacturing establishments were built along the tracks at what was now referred to as Concord Junction: the Boston Harness Co. (1890), Whitney Coal and Grain Co. (1896), the Bluine Manufacturing Co., (1893, its building reconstructed in 1897) and in 1906 the Allen Chair Co.

The buildings of the latter two companies still stand. The smoke stack of the chair factory on Bradford Street and the shallow-pitched roofs of the other four wood-frame structures still rise above Concord Junction, a constant reminder of the era when the railroads were the livelihood of the community. Although the 1879 hotel/restaurant/depot complex on the Middlesex Central at "Prison Station" is gone, the little Queen Anne Fitchburg depot of 1893 remains intact but hidden under mid twentieth-century brick veneer.

State Prison; Massachusetts Reformatory

If the presence of the railroad lines was important to local businesses, it was also a fundamental factor for choosing West Concord as the location for the State Prison, which relied on freight service to ship first building materials and later goods and people both to and from the institution. Today, a remarkable number of the prison's original structures remain in virtually unaltered condition, including the large brick administration/ superintendent's house (designed by George Ropes) and ten wood-frame double houses built for prison staff in 1878 and 1884.

Building boom

Along with industrial and institutional growth came an intense demand for housing. The neighborhoods built during this period are one of West Concord's glories, and stand today as illustrations of several ways in which a housing shortage could be addressed in an eastern New England community at the time. They are also a testament to the enterprise of West Concord's local entrepreneurs, who met the challenge with a variety of solutions.

First to rise to the occasion in 1877-80 was Ralph Warner, who built over twenty-five single and double houses, of which the two groups of 2 1/2 story Italianate houses in upper Commonwealth Avenue just west of the prison were occupied largely by prison officers and their families. Warner foresaw other needs of the growing community too, and in 1877 built "the Warner Block" at 75 Commonwealth Avenue, a late Greco-Italianate wood-frame building for a post office, stores and on the second floor a community hall.

The 70's and 80's saw increased building at Westvale too, with several more "gable-end" cottages erected along Main Street. The eight identical cottages at the foot of Conant Street were also built during this period.

Other landowners also responded to the need by subdividing their farmland. Benjamin Derby anticipated the demand as early as 1874, when he divided 35 acres west of Derby's Bridge from Main Street south to the Assabet into 109 house lots, creating what was to be West Concord's earliest (and largest) subdivision of the period—the "Derby Addition." Building there progressed slowly, however; except for three large ca. 1880 Italianate houses at the intersection of Main and West Streets, no houses were constructed in the Addition until nearly 1890.

The 1890's ushered in the greatest West Concord building boom of all, as small speculators, most of them local, began to fill the Derby Addition with single and double wood-frame houses. Most of the buildings are vernacular structures with either late Greco-Italianate or subdued Queen Anne details.

The Harness Shop

In 1890, Harvey Wheeler moved his Boston Harness Co. from the Reformatory, where it had operated on inmate labor, to a new location on Main Street just east of Derby's bridge. To accommodate an influx of new employees, he built a dozen houses on Crest and lower Cottage Streets. His neighbor on the old Hosmer farm next door, Jeremiah Sheehan, was the contractor who built the foundations for many of Wheeler's houses, and as his own response to the housing shortage, Sheehan built rental houses on his own land south of Main Street, opposite the farmstead. By 1899, he, too, had subdivided some farmland, laying out some 17 lots between Main Street and Old Bridge Road.

Real Estate Syndicates

The building boom spawned another phenomenon as well—the real estate syndicate. West Concord is notable for the fact that its turn-of-the-century real estate was almost entirely locally-run, with postmasters, merchants, builders, station agents and Reformatory officers (including

three superintendents) taking part as trustees, managers and investors of the newly-formed companies.

The first subdivision developed by a syndicate was Riverside Park, laid out in 1892 on seventeen acres just across from the Reformatory on Elm Street (Route 2). The trustees were Reformatory Superintendent Joseph Scott and "prison store" proprietor George Russell; most of the investors were local businessmen or Reformatory personnel. This is a small neighborhood filled with gable-and-ell cottages on Grove Street, upper Barrett's Mill Road and Assabet Avenue. Most of the latter, several of them architect-designed, were built by Reformatory officers for their own residences.

Two disastrous events led to the formation of other syndicates: an 1894 fire which destroyed Ralph Warner's Concord Junction pail factory, and the financial collapse of the Damon family mills at Westvale in 1898.

In 1896, after a brief attempt at rebuilding his factory, Warner sold off all his real estate holdings. First, a ten-acre parcel on the north side of the Concord Junction was purchased by the Concord Junction Land Co. This syndicate, led by Reformatory Superintendent Joseph Scott and store-owner Loring Fowler, laid out forty-three house lots on the present Church, Highland, and the adjoining section of Main Street, where individual owners constructed a variety of American four squares, late Queen Anne gable-fronts, and Colonial Revival single and double houses.

Later in the same year Warner sold the rest of his real estate, including over twenty houses, the "Elmwood Hotel" at 5/7 Laws Brook Road, and fifty-five acres of open land, to the Concord West End Land Co. (As its management was virtually identical to the Concord Junction Land Co., this may have been a restructuring of the same syndicate.) Over the next several years, the CWELC subdivided upper Commonwealth Ave and lower Laws Brook Road, and created Maple, Bradford and Winthrop Streets. It sold off individual lots, rented out many of Ralph Warner's former "tenements" and built many buildings of its own for sale or for rent, including, in about 1910, the gambrel-roofed cottages on the north side of lower Laws Brook Road and the new Pond Street. It also planned for increased recreational use of Warner's Pond, even building a bridge (now demolished) to the Isle of Pines.

In 1899 a fourth syndicate, the Concord Junction Investment Co., led by George Russell and Fitchburg station agent John Studley bought all of the Damon Co. holdings except for the mill complex, which was taken over by the Concord Rubber Co. The CJIC rented out many of the old Damon "tenements," and may have constructed Westvale's only group of 20th century Gambrels, those on Damon and upper Conant Streets.

Community Organizations

If West Concord's citizens were actively speculating in real estate during this period, they were equally involved in community affairs. The founders of West Concord's two churches included many of the same merchants, Reformatory personnel, and builders who were developing the turn-of-the-century neighborhoods. The first Union Church was built on Main Street in 1893 (greatly enlarged in 1909 by the present building) and Our Lady Help of Christians across the intersection of Pine and Church Streets in 1903-4. Both late Queen Anne wood-frame structures, they set the tone for the residential areas around them.

As the population of West Concord's mushroomed in the last decades of the nineteenth century (by 1900, it comprised one-third of the town) the citizens succeeded in convincing the town to construct a West Concord school. Designed by local architect John Chapman, this 1886 Queen Anne structure stood until 1952 on Main Street at Concord Junction on land donated by Ralph Warner. This was the first time the name "West Concord" was officially used, signaling the growing sense of a common identity among the three villages.

In the early 1890's, when disputes with Ralph Warner threatened the community's use of Warner's Hall, a group of citizens formed the Concord Junction Hall Association to raise money to build a rival building. The "Association Block" was built in 1893 at 84 Commonwealth Avenue, directly across the street from the Warner Block, and housed stores, meeting rooms, the relocated post office and "Association Hall." For decades, even after the building burned and was rebuilt in 1903, this hall served as West Concord's center of community activity.

Streetcars

With the turn of the century came radical improvements in transportation technology. Main Street, as part of a major route west from Boston, was a logical location for a trolley route, and in 1899 the Concord, Maynard and Hudson Street Railway was established. Its cars ran west to Maynard on Main Street, with a short jog down Commonwealth Avenue to Church Street. Again, officers of the company such as Benjamin Derby, Jr., included West Concord residents.

Immigrants

During the late industrial period, the ethnic composition of West Concord's population radically changed. Although the higher-paid citizens who worked at the Reformatory, ran the businesses and speculated in real estate were nearly all of "Yankee" descent, those who labored in the mills and factories and lived in the new neighborhoods of "workers' cottages" were increasingly foreign-born.

As in most New England towns, the Irish arrived first; they were followed by significant concentrations of Scandinavians, Canadians and a few Italians. The Derby Addition and Harness Shop Hill were home to many Canadians; other groups tended to cluster in rental housing at Concord Junction or near the mill at Westvale. By the turn of the century West Concord had become the melting pot of Concord, with a distinctly different population mix than the rest of the town.

EARLY MODERN PERIOD (1907-1928)

By 1910, most of the available land near the three village centers in West Concord had been subdivided, its major industries were now established, and the pace of building slowed. Still, new residential areas gradually opened up on the outskirts of the three original villages. The farmland south of Main Street between the Derby Addition and Westvale was subdivided, with gambrel, four-square and late Queen Anne cottages appearing in the Prairie/Frances Street area by 1908. By 1915, in this same section, a variety of single- and double-houses filled the new western blocks of Central Street, and a row of stylish Colonial Revivals on the 1400 block of Main Street linked Concord Junction with Westvale. Infill houses in other sections included a continuation of the well-entrenched gable-front

house form, Colonial Revivals, four-squares, and a few examples of Craftsman Bungalows. By 1930 the CWELC, which remained in business through the 1950's, had developed Maple Street and Warner Street.

Industries remained concentrated near the railroad tracks. The emphasis again shifted toward textiles as the American Wool Company, which had bought the mill at Westvale in 1904 from the faltering Concord Rubber Company, established the Strathmore Mills on the site. The Lambretta Garnett Mill, which shredded cloth to make "shoddy" or recycled fiber, took over the old Pail Factory property in 1916, and the Moore and Burgess narrow-webbing factory moved from South Acton to the Junction by 1917.

The increase in population at the turn of the century had created the need for a second grammar school, and in 1918 West Concord's only Spanish-style building, the Harvey Wheeler School, was built next to the old West Concord School on Main Street. The latter is now gone, but the Harvey Wheeler building is still a primary focal point at Concord Junction. Diagonally opposite it, the Union Church expanded also, moving the original building back toward Pine Street, and constructing the lovely wood-frame Queen Anne sanctuary in 1909.

With the coming of the automobile, patronage of the streetcars declined, and the street railway line closed down in 1923. The automobile was also responsible for the construction of West Concord's only sizable group of masonry buildings, as several auto repair shops, such as the two at 74 and 119 Commonwealth Avenue (the first stucco, the second built of early "rusticated" concrete block) appeared in 1918, and hip-roofed concrete-block garages sprouted up behind houses all over town.

The building of the Pine Street Bridge in 1927 (with half the cost donated by a new syndicate, Riverview Park Trust) opened up the land south of the Assabet for development, and outlying areas, now accessible by car, began to be filled with small houses, most in a modest version of Colonial Revival style.

In 1928, by vote of town meeting, what had begun as three scattered villages were finally and officially designated West Concord. The little settlement at the western end of town had become a thriving community in its own right, full of vitality and diversity in both its people and its architecture.

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- 1635 Town of Concord incorporated
- 1654 Lancaster Road cut through present Old Stow Road, on line to Main Street
- 1655 "Second Division" of town land grants land in west end of town to George Hayward, James Hosmer, Simon Willard, and others
- 1658 Concord Iron Works established
- 1660's George Hayward's saw mill built
- by 1700 Edward Wright's fulling mill built on Nashoba Brook. Ironworks operations ended
- by 1715 "Brown's Mill:" fulling mill at Iron Works site; became Conant family fulling and grist mills
- 1735 Town of Acton incorporated, including considerable land formerly in west portion of Concord

18th Century Farms:

- James Hosmer Farm (Main Street/Baker Avenue)
- Derby Farm (Main Street)
- Brown Farm (Main Street/Old Stow Road)
- Josiah Wheeler Farm, (Harrington Avenue)
- Hayward Farm, (on Hayward's Pond/Main Street)
- Wright Farm, (Warner's Pond/Rte. 2 area)
- John Cuming homestead, (Rte 2/Barrett's Mill Road)

- 1808-9 Cotton Mill established at Iron Works site by John Brown and Ephraim Hartwell
- 1819 David Loring begins lead pipe works at Nashoba Brook
- c. 1820 Laws Brook Road built (included lower Commonwealth Avenue) probably as far as Hillside Avenue

- 1831 David Loring expands lead pipe works to include sheet lead manufacture
- 1833 Cotton mill bought by James Derby of New Hampshire
- 1834 “ “ bought by Calvin Damon
- 1835 Pratt’s Powder Mills established on Acton border
- 1842 New road cut through to Powder Mills with bridge over Assabet at Westvale
- 1844 Fitchburg Railroad built through Concord
- 1852 Sylvester Hayward’s pencil shop—raises dam to enlarge or create Hayward’s (Kennedy’s) Pond
- 1854 Death of Calvin Damon. Edward Damon inherits Damon Mill
- c. 1855-7 Ralph Warner opens wooden-tub and pail factory on site of Loring’s lead works; raises dam to create Warner’s Pond; begins building small hamlet at “Warnerville”
- 1862 Damon Mill burns down
- 1864 Henry Smith forms partnership with Edward Damon at Westvale; mills become “Damon & Smith Co.” Damon mill rebuilt; Elbridge Boyden, architect
- 1870’s Powder mills taken over by Mass. Powder Co.
- 1871 Westvale post office established
- 1871-2 Framingham & Lowell railroad extended across Fitchburg, forming the junction; First Concord Junction depot built
- 1874 “Derby Addition” subdivided

- 1875-8 State Prison built, George Ropes, architect
Prison Staff houses built on "white row," or "Commonwealth Row" (upper Commonwealth Avenue)
- 1876 Acton, Nashua & Boston railroad built
"Damon & Smith" restructures to become "Damon & Almy"
- 1877 Warner Block built; Warnerville post office opens
- 1879 Middlesex Central Railroad extended to prison; turntable, engine house, hotel/depot built
- 1880 Edward Damon, with son Ralph, buys back control of Westvale mills, which become "Damon Manufacturing Co."
- 1883 Powder mills become American Powder Mills
- 1883-4 Second group of houses built for prison staff--"Green Row," on Elm Street and Elm Place
- 1884 State Prison becomes Massachusetts Reformatory for Men
- 1886-7 West Concord School built, John Chapman, architect
- 1890 Boston Harness Co. opens on Main Street; employee housing built on Cottage and Crest Streets
Warner's Pond ice houses burn down
- 1891 Warnerville post office officially named "Concord Junction"; First Association Block built
- 1892-3 Riverside Park Subdivided
- 1893 First Union Church built; Second Concord junction depot built--"Union Station"
- 1894 Ralph Warner's pail factory burns down

- 1896 Concord Junction Land Co. buys 10 acres from Ralph Warner; subdivides Highland Street and parts of Church and Main Streets; parcel sold to archdiocese for church
Concord West End Land Co. buys remaining Warner holdings; begins subdivision of upper Commonwealth Avenue and north side of Laws Brook Road
Whitney Coal & Grain Co. established
- 1897 Bluine Co. begins new building, (Beharrel Street); John "Honey Fitz" Fitzgerald family move to West Concord
- 1898-9 Damon Manufacturing Co. folds; mill bought by Concord Rubber Co.
- 1899 Concord Junction Investment Co. buys real estate from Damon Manufacturing Co.
- 1901 Concord, Maynard & Hudson Street Railway Co. begins streetcar service through West Concord
- 1903 Association Block burns down and is rebuilt; W. W. Dinsmore, architect
- 1903-4 Our Lady Help of Christians Church is built
- 1904 American Woolen Co. buys Westvale mills; becomes "Concord Mills"
- by 1906 "Concord Mills" name changed to "Strathmore Worsted Co."
- 1906 Allen Chair Factory built on Bradford Street
- 1909 Second building of Union Church built, A. F. Haynes, architect
- 1916 Lambretta Garnett Mills built on site of pail factory
- 1917 Moore & Burgess, (Moore & Cram) Narrow Webbing factory built at Concord Junction
- 1917-18 Harvey Wheeler School built

1923 Streetcar service ends

1927 Pine Street extended across Assabet

1928 Name "West Concord" officially adopted

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