

# FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION  
MASSACHUSETTS ARCHIVES BUILDING  
220 MORRISSEY BOULEVARD  
BOSTON, MASSACHUSETTS 02125

Assessor's Number USGS Quad Area(s) Form Number

11-67

Marion

MRN.H

MRN.113

**Town/City:** Marion

**Place:** (*neighborhood or village*): Marion Village / Old Depot

**Address:** 357 Front Street (formerly 355)

**Historic Name:** Capt. George D. Allen House

**Uses:** Present: Residential

Original: Residential

**Date of Construction:** Ca.1860

**Source:** Deed & map research, visual analysis

**Style/Form:** Greek Revival / Italianate

**Architect/Builder:** Unknown

**Exterior Material:**

Foundation: Granite

Wall/Trim: Asbestos shingle / Wood

Roof: Asphalt shingle

**Outbuildings/Secondary Structures:**

Cottage (commercial, 1935)

Garage (commercial, 1900)

**Major Alterations** (*with dates*):

Porch roof

Asbestos shingle siding

**Condition:** Good

**Moved:** no  yes  **Date:**

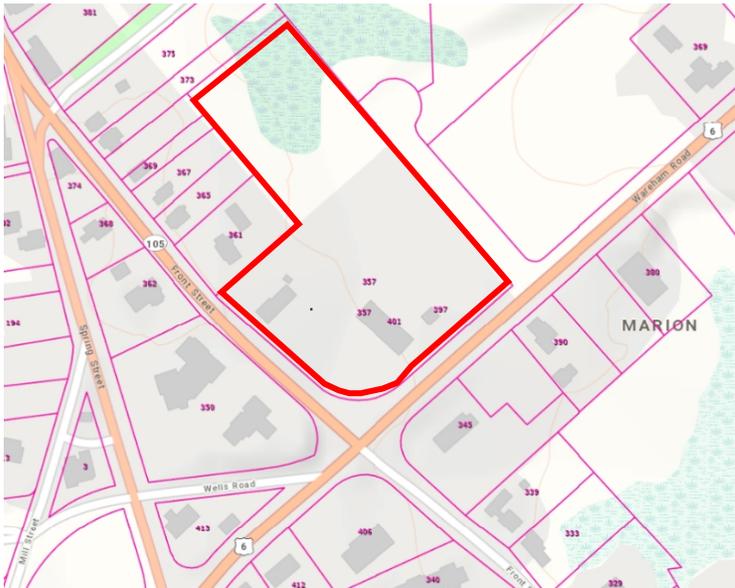
**Acreage:** 4.59

**Setting:** Small, primarily residential neighborhood developed in the mid-19<sup>th</sup> – early 20<sup>th</sup> centuries. Housing stock represents a range of styles including Federal, Greek Revival, Gothic Revival, Italianate, Queen Anne, Craftsman and Colonial Revival. Surrounded mostly by moderately-sized, wood-frame, single-family houses on small to medium-sized lots.

## Photograph



## Locus Map



**Recorded by:** Lynn Smiledge

**Organization:** Marion Historical Commission

**Date** (*month / year*): July 2022

# INVENTORY FORM B CONTINUATION SHEET

MARION

357 Front Street

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

MRN.H

MRN.113

Recommended for listing in the National Register of Historic Places.

*If checked, you must attach a completed National Register Criteria Statement form.*

*Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.*

## ARCHITECTURAL DESCRIPTION:

*Describe architectural features. Evaluate the characteristics of this building in terms of other buildings within the community.*

**357 Front Street** occupies a nearly five-acre, L-shaped lot at the northeast corner of the intersection of Front Street and Wareham Road (Route 6). The house is positioned close to the street near the north-south midpoint of the parcel and faces west. This large property is maintained primarily in lawn and groundcover dotted with shrubs and clusters of mature trees. A tall manicured hedge set at the street borders the Front Street and Wareham Road property lines, allowing for limited visual access to the house. An unpaved driveway enters the property from Wareham Road along the west elevation of the commercial outbuilding sited near the southwest corner of the parcel and extends north to end behind the house.

This wood-frame dwelling comprises a two-and-one-half-story, front-gabled, two-bay-by-four bay main block with a gabled rear wing that is seen on the 1879 map. Constructed around 1860 in a blend of the Greek Revival and Italianate styles, the house retains the majority of its original character-defining features. The house rests on a high granite foundation and is clad in wavy-edged asbestos shingles at all elevations. Corbeled brick chimneys rise from the roof ridge at the main block, the roof ridge of the two-story block of the rear wing, and the north roof slope at the one-story block of the rear wing.

The main block is trimmed with a deep box cornice with meander trim; a pedimented attic; two-part frieze boards; and wide, channeled corner pilasters with Corinthian capitals. The architrave at the cornice is ornamented with carved foliate bosses at all elevations. The side hall main entry at the north bay contains a glass-and panel door with a molded, arched surround framed by spiral bead trim. It is sheltered by a small open porch with slender Doric columns and an entablature decorated with meander trim and foliate bosses. Originally flat-roofed in the Italianate style, the porch now has a shallow hipped roof with flared eaves. The door closely fronts the hedge which spans the façade. The main entry is approached from a paved walkway at a break in the hedge leading to two granite steps. The windows at the main block are single, double-hung, two-over-one sash with flat surrounds. A pair of narrow, mullied, arched windows capped by a molded hood is set at the gable peak. Semi-hexagonal bay windows with flared hipped roofs occupy the easternmost bays at the side elevations of the main block. A paved walkway and access ramp along the south elevation of the house lead to an entry at the rear elevation.

The gabled rear wing comprises one- and two-story gabled components. An integrated side porch with narrow Doric columns spans the south elevation.

Two outbuildings are sited at the southern property line facing Wareham Road – a one-story, side-gabled wood-shingled cottage and a large, one-story, front-gabled service garage of cinder block construction. The town assessors' card states that these were built in 1935 and 1900, respectively, although the cinder block construction of the garage suggests a later building date. The buildings face a paved parking area off Wareham Road and are used for commercial purposes.

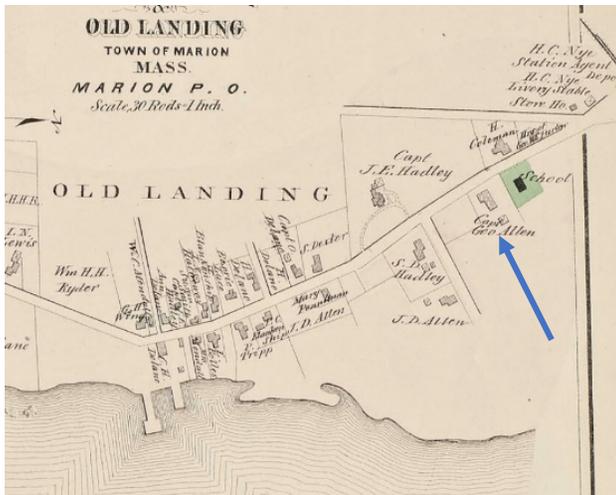
Although it has been altered, 357 Front Street is a fine example of a blend of the Greek Revival and Italianate styles. Greek Revival was the predominant style of American architecture from about 1830 to 1850, but the form continued to be used well into the second half of the 19th century. Inspired by the architecture of ancient Greek temples and associated with democratic ideals, it was widely disseminated through the house plan books of Massachusetts architect Asher Benjamin. The identifying Greek Revival features of this house include the front-gabled orientation of the main block, pedimented attic, cornice and two-part frieze boards with Classical ornamentation, and channeled corner pilasters with Corinthian capitals. The six-over-six sash configuration seen at the side elevations (and at the façade in earlier photographs of the house) is also characteristic of the Greek Revival. The Italianate movement (1850 to 1880) was a response to the formal classical styles such as Georgian, Federal and Greek Revival that had dominated architecture for almost two centuries. The Italianate style emphasized informality and decorative detailing. Characteristic Italianate features seen in this house include the entrance porch, arched surround at the main entry; paired, arched attic windows; and the bay windows with flared hip roofs.

**HISTORICAL NARRATIVE**

*Discuss the history of the building. Explain its associations with local (or state) history. Include uses of the building, and the role(s) the owners/occupants played within the community.*

The town of Marion was established in 1852 when it broke off from the town of Rochester. The Old Depot area of Marion (MRN.H) is named for the building which housed Marion's first rail station. It was the location of the Marion stop on the Fairhaven Branch of the Cape Cod Railroad which brought rail service to the town in 1854. Located in the northern section of Marion Village (Old Landing), the area's residences are located in or around the triangle formed by the intersection of Wareham Road, Spring Street, and Front Street. The 1855 map shows this section of town with very few buildings — the train station, a school, and a lone house. The advent of rail service to Marion sparked the town's growth as a desirable vacation destination for well-to-do city dwellers from Boston and New York. A coach service carried passengers arriving at the station to various hotels or cottages located in Sippican Village.

As rail service expanded, the 1855 depot was replaced by a larger building. The depot was sold to the prominent Front Street resident, Captain George Delano Allen (1843-1916) who lived in the subject property, a grand Greek Revival/Italianate "hybrid" style house at 357 Front Street. Allen moved the old depot building approximately 150 feet to a site on his large estate. This area came to be known as Allen's Corners after the enterprising seaman who converted the old depot building into a combination store and pool hall. Near the turn of the 20<sup>th</sup> century Allen subdivided his property to create building sites for several smaller houses along Front Street. By 1903, there was a cluster of houses in this area supported by several stores. Today, a number of the historic resources in the area are used for commercial or mixed-use purposes.



1879 map.

This house does not appear on the 1855 map but is seen on the 1879 and 1903 maps with Captain Geo. D. Allen shown as the owner. The first recorded conveyance found for the property was its sale, including both land and buildings, in October 1876 by Hezekiah Coleman to William W. Handy for \$3,500. Handy immediately sold half of his interest in the property to Isaac Hathaway who, with Handy, then sold his interest in the property to Magdalena Allen in December of that same year for \$3,600.

Hezekiah Coleman (1805-1881) was married to Priscilla Delano Dexter (1807-1896) of Rochester, the daughter of Benjamin and Ruth Delano Dexter. Census records show Priscilla and Hezekiah living in New Bedford in 1850 and 1860, but by 1865 they had moved to Marion when the Massachusetts census of that year shows his occupation as carver. His occupation in later censuses was noted as house painter. Hezekiah Coleman owned a house directly across from this property; it is unclear when and from whom Coleman acquired it.

Magdalena S. Delano Allen (1850-1905) was the wife of Captain George Delano Allen (1843-1916). George Allen was the son of carpenter John Delano Allen (1815-1904) and Sarah Hathaway Allen. According to the 1860 census, George Allen was at sea by the age of 16; by the time he was 25, when he married Magdalena Delano, he was a ship's master. Given its apparent age and the inclusion of buildings on the deed to Magdalena Allen from Handy and Hathaway, this house was probably not built by George and Magdalena Allen. While it cannot be confirmed by deed or map research, it is likely that this house was either built by carver/house painter Hezekiah Coleman, or by an earlier owner and later embellished with the elegant Italianate features by Coleman.

The property was purchased by John E. Stinson in 1917. John Edward Stinson (1876-1929) was married to Cora May Walker (1884-1968). The couple had two sons, John Joseph Stinson (1901-1971) and Harry Francis Stinson (1913-1977). John Joseph Stinson was variously reported in censuses as gardener, chauffeur, and laborer. The 1910 census records his brother Harry living on Front Street with his mother with his occupation shown as gas station attendant. Harry married Jennie Anita Gayoski (1919-2015) who was born in Rochester, the daughter of Walenty and Mary Gayoski. In 1936, John F. Stinson and his wife Violet Nunn (1924-2019) sold their interest in the property to his mother and brother. The property remains in the family of Jennie and Harry Stinson.

# INVENTORY FORM B CONTINUATION SHEET

MARION

357 Front Street

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

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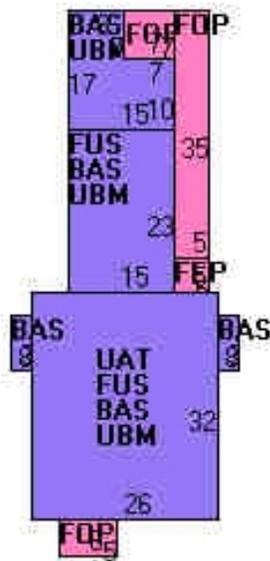
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## Deed Research

Date	Book-Page	Grantor	Grantee
06-16-2009	37402-183	Stinson Family Revocable Trust	Jennie A. Stinson Living Trust
10-01-1998	16685-339	Jennie A. Stinson	Stinson Family Revocable Trust
03-10-1936	1701-194	John J. & Violet Stinson (1/3 Interest)	Cora M. Stinson & Harry F. Stinson
06-18-1917	1278-138	William A. Andrew	John E. Stinson
10-08-1912	1134-178	Royal S. Wentworth	William A. Andrew
05-29-1911	1084-138	William D. Parker	Royal S. Wentworth
05-28-1911	1084-57	Royal S. Wentworth	William D. Parker
05-11-1911	1080-459	George D. Allen	Royal S. Wentworth
07-21-1905	920-42	Bertha B. Allen et al.	George D. Allen
		Estate of Magdalena Allen	Bertha B. Allen et al. heirs at law
12-09-1876	428-43	William W. Handy (Half Interest)	Magdalena Allen
12-09-1876	428-44	Isaac H. Hathaway ( Half-Interest)	Magdalena Allen
	428-42	William W. Handy (Half Interest)	Isaac H. Hathaway
10-04-1876	428-42	Hezekiah Coleman	William W. Handy

## BIBLIOGRAPHY and/or REFERENCES

Ancestry.com and FamilySearch.org: census records, vital records, city directories  
*Atlas of Plymouth County*, Boston, MA: George H. Walker & Co., 1879  
*Atlas of Plymouth County*, Boston, MA: L.J. Richards Co., 1903  
*Map of the Town of Marion, Plymouth County, Massachusetts 1855* H.F. Walling  
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 Sommers, Olive Hill. *Three Centuries of Marion Houses*. Marion, 1972.  
 Plymouth County Registry of Deeds  
 Rosbe, Judith. *Marion*. Charleston, SC: Arcadia Publishing, 2000.  
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 Smith, Pete. (ed.) *A Picture Postcard History of Marion, Massachusetts*. New Bedford, MA: Spinner Publications, 2008



Assessor's card plan



Facade (east elevation).

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National Register of Historic Places Criteria Statement Form

Check all that apply:

- Individually eligible  Eligible **only** in a historic district
- Contributing to a potential historic district  Potential historic district

Criteria:  A  B  C  D

Criteria Considerations:  A  B  C  D  E  F  G

Statement of Significance by Lynn Smiledge

*The criteria that are checked in the above sections must be justified here.*

This house is recommended as a contributing element in a potential National Register Historic District for the Old Depot Area of Marion Village. The Old Depot Area (MRN.H) is recommended as eligible for listing as a National Register District at the local level under Criterion A for Social History and Criterion C for Architecture. Old Depot is an area of mid-19<sup>th</sup> to early 20<sup>th</sup> century residences on and around a triangle of land formed by Spring Street, Front Street, and Wareham Road (Route 6). It is named for the building at the apex of the triangle, Marion's first rail station. The area has significant historical associations with transportation improvements in Marion, including the introduction of the Fairhaven Branch of the Cape Cod Railroad and the New Bedford and Onset Street Railway lines during the mid-19<sup>th</sup> and early 20<sup>th</sup> centuries, respectively. The potential district's boundaries are those defined in the 1998 MHC survey for the Old Depot Area (MRN.H).

**Under Criterion A**, the area is recommended as eligible at the local level for its association with transportation advances in Marion, including the arrival of rail service in 1854 and the building of a rail station now at 381 Front Street (1855, Old Depot, MRN.120). The advent of rail service sparked the town's growth as a desirable vacation destination for well-to-do city dwellers from Boston and New York and had significant impact on the community's economy.

**Under Criterion C**, the area is recommended as eligible at the local level in the area of Architecture for its nearly intact collection of houses that provides a sense of the progression of architectural styles from the mid-19<sup>th</sup> through the early 20<sup>th</sup> centuries. The Old Depot Area contains a range of small- to large-scaled one-and-one-half to two-story wood-frame dwellings that represent the Greek Revival, Gothic Revival, Italianate, Craftsman and Colonial Revival styles. Several of these houses have been converted to commercial use.