

FORM B – BUILDING

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

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

6-43B	Marion	MRN.C	MRN.68
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Town/City: Marion

Place: (*neighborhood or village*):

Address: 123 Allen's Point Road

Historic Name: Shepard-Clark Stable

Uses: Present: Residential

Original: Stable

Date of Construction: Ca. 1903

Source: Visual analysis

Style/Form: Tudor Revival

Architect/Builder: Coolidge & Carlson

Exterior Material:

- Foundation: Concrete parged masonry
- Wall/Trim: Stucco & wood shingle / Wood
- Roof: Asphalt shingle

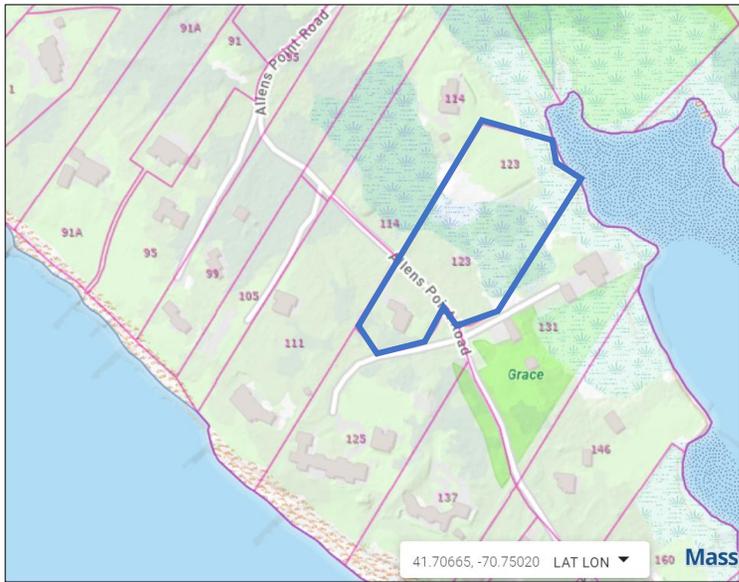
Outbuildings/Secondary Structures:

None

Photograph



Locus Map



Recorded by: Lynn Smiledge
Organization: Marion Historical Commission
Date (*month/year*): November 2023

Major Alterations (*with dates*):

Garage (built 1981) moved and attached to main block

Condition: Excellent

Moved: no yes **Date:**

Acreage: 3.8

Setting: Sparsely settled neighborhood on Allen's Point, a small, wooded peninsula between Sippican Harbor to the west and Blankenship Cove to the east. The majority of properties are imposing seasonal dwellings on large waterfront lots and have boat docks. The area was substantially developed from the 1890s through the 1920s.

INVENTORY FORM B CONTINUATION SHEET

MARION

123 Allen's Point Road

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

MRN.C

MRN.68

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.

123 Allen's Point Road occupies a large, polygonal parcel that includes both sides of the street and stretches east to Blankenship Cove. The house is set back from the west side of the road on a gentle grade and faces east. A shallow lawn surrounds the dwelling, which is bordered by low foundation plantings. Small specimen trees flank the main entry. The western portion of the parcel is heavily wooded. The larger eastern portion of the parcel transitions from dense woods to marshland to lawn, and finally to the shoreline of Blankenship Cove where a dock extends into the water. A curved gravel driveway which enters and exits the western portion of the property from the road encloses a heavily vegetated planting island. A low fieldstone wall extends south from the southeast corner of the house and encloses a small patio.

The dwelling comprises a one-and-one-half-story, six-bay-by-three-bay main block with a wide, half-timbered cross gable at the southernmost three bays. A front-gabled garage originally sited behind the house was moved and attached to the north elevation of the main block in the 21st century. The dwelling was originally a side-gabled, south-facing stable with a rectangular plan. When renovated for residential use the east gable end became the façade and a full-length, one-story, cross-gabled block was added to the north elevation. The structure was built in the Tudor Revival style and retains many of its original character-defining features. The walls are clad in stucco trimmed with wood half timbering. The roof is surfaced with asphalt shingles.

Trim elements include deep eaves with solid, flared verge boards and a deep band course. A flat-roofed open portico with a slat-work roof balustrade is centered at the cross gable and shelters a double-leaf glass-and-panel-door with divided lights. The porch posts have parged stucco bases and flared brackets. The door fronts a high wood porch deck which steps down to the driveway. The entry is flanked by paired, mullied six-light casement windows with molded surrounds that touch the band course. The half-timbered tympanum at the gable contains a centered door flanked by double-hung, six-over-one windows. A hay hook surmounts the door. Windows at the façade at the one-story north block comprise three paired six-light casements set at the cornice. The south elevation of the main block (the original stable façade) retains much of its early appearance, although most of the first story openings are now blind. An off-center, half-timbered gable shelters double doors framed by six-light sidelights and a deep transom comprised of six-light panels. Secondary entrances flank the double doors; the easternmost of these now opens to the patio at the south elevation of the main block. Wood shingle-clad, hip-roofed dormers with paired six-over-one windows flank the gable.

The front-gabled two-car garage attached to the north elevation of the north block replicates the materials and stylistic features of the main block. A former carriage house or barn, it has a two-leaf window resembling a hay door and a surmounting hay hook in the half-timbered gable tympanum.

Like the Fair Oaks Mansion with which this house is associated, 123 Allen's Point Road was built in the Tudor Revival style. This style in America was an Anglophile phenomenon that emerged in suburban communities in the early 20th century and saw peak popularity in the 1920s. Based loosely on post-Medieval English building traditions, the style inspired often-romantic "storybook" houses that frequently incorporated details from the contemporaneous Craftsman style. The Tudor Revival is characterized by asymmetry, steeply pitched roofs, half-timbering, masonry cladding, one or more prominent front-facing gables, nested gables, verge boards, casement and double-hung windows with multi-light glazing, massive elaborated chimneys, and catslide roofs. The Tudor Revival features seen in this house include the steeply pitched roofs, front-facing gables, half-timbering, stucco cladding, verge boards, and casement windows.

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.

This house is located on Allen's Point, a spur of land on the eastern shore of Sippican Harbor almost directly across the harbor from Marion Village, the commercial and residential center of the town. Maritime industries drove Marion's economy until the mid-19th century, when the advent of rail service helped to shift the town's economic base to tourism. Affluent urban dwellers from cities like Boston and New York were now able to travel in comfort to seaside destinations like Marion, and the town began to attract many notable political, literary, and art world figures. Initially visitors stayed at hotels or rented private houses, but as the end of the century neared and Marion became nationally known as a desirable vacation destination, wealthy individuals began to build their own permanent summer residences. Set near the harbor, Allen's Point was one of the areas which saw this development. With its convenient access to Buzzard's Bay and the Atlantic Ocean, it was especially attractive to those interested in recreational boating.



1879 map.

1903 map.

The 1879 map at left shows Allen's Point (blue arrow) as largely undeveloped farm land. However, by the turn of the 20th century the area had been subdivided and settled with a number of large summer residences as seen on the 1903 map. These imposing houses include an outstanding collection of Shingle Style, Tudor Revival and Colonial Revival residences. Several of these summer homes were designed by prominent American architect J. Randolph Coolidge.

George Delano (1821-1890) is shown as the owner of the roughly 70-acre tract of undeveloped farm land known as Allen's Point on the 1879 map. In 1902 Delano's two surviving sons, Stephen Clark Luce Delano and Charles Henry Leonard Delano, conveyed their interest in the property to Elizabeth (Lizzie) Reed Delano, the widow of their late brother James Delano. Lizzie Delano engaged John M. Allen, a local architect and real estate developer, to subdivide the property and in 1903 he drew up a land plan dividing the tract into eight parcels of between eight and ten acres. These parcels were quickly settled with summer residences and over time the parcels would be further subdivided. For details of the land transactions and subdivision of Allen's Point, please see the narrative description on the 2023 updated data sheet for Area Form MRN.C.

Otis Atherton Shepard (1859-1938) and his brothers Horace B. Shepard (1855-1944) and Thomas H. Shepard (1866-1963) purchased three parcels (#4, 6 and 7) from Lizzie Delano's 1903 subdivision plan. The Shepard family was in the wholesale lumber business in Boston. Horace and Thomas Shepard operated the Shepard & Morse Lumber Company which had been started by their father, Otis Shepard. They were also the founders of the Shepard Steamship Company. Otis Atherton Shepard was a principal of the lumber firm Blacker & Shepard.

The subject building, a former stable, was originally part of the Shepard estate known as Fair Oaks, which was used as a summer residence. Fair Oaks stands on Lot # 4, which was purchased by Otis Atherton Shepard of Brookline from Lizzie Delano in 1902. It can be assumed that the buildings on the estate were constructed by Otis Shepard shortly after the land was acquired. (The property was erroneously labeled H.B. Shepard on the 1903 map.) The large house and its outbuildings were designed by Boston architects Coolidge & Carlson in the Tudor Revival Style. The firm was led by Joseph Randolph Coolidge, Jr. (1864-1928), a graduate of Harvard College who studied architecture at the Ecolé des Beaux-Arts in Paris and the University of Berlin. The firm has been credited with the design of ten residences in Marion at the turn of the 20th century, all of them

INVENTORY FORM B CONTINUATION SHEET

MARION

123 Allen's Point Road

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

MRN.C MRN.68

located on Allen's Point Road, West Drive, and Point Road.¹ The garden was designed by landscape architect Arthur Asahel Shurcliff (1870–1957), the nationally-known designer of Colonial Williamsburg and the Charles River Esplanade in Boston (BOS.ZI).²

After less than a decade of ownership by the Shepard family, the property was sold in 1911 by Otis Atherton Shepard to a Philadelphia banker/stockbroker George C. Thomas (1839-1909) and his wife Ada Elizabeth Moorehead (1843-1924). They owned it for only three years before the death of George Thomas. The property was then purchased by Elizabeth F. Clark (b.1869) and her husband Edward A. Clark (1868-1922). Edward Andrews Clark, also a stock broker, lived in Boston with his wife and family and a staff of eight servants. The Clarks' ownership ended with the death of Edward Clark and the property was sold in 1922 to Richard F. Hoyt whose family also owned a house on Allen's Point.

Richard Farnsworth Hoyt (1888-1935) was the son of Charles Chase Hoyt (1855-1941) and Emma Josephine Farnsworth (b.1861). His sister Katharyn [var. Katherine] Hoyt Watson (1889-1936) and her husband Lester Watson (1889-1949) owned the house next door at 111 Allen's Point Road (ca.1920, Charles C. Hoyt House, MRN. 601). Richard Hoyt and his wife Katherine Stone (1890-1936) lived in New York City. Richard Hoyt was a banker, aviation investor, and sportsman. He served as chair of the Madison Square Garden Corporation, was a director of 76 corporations at the time he retired as a vice president of the Hayden Stone Company, and served as chairman of the board of the Wright Aeronautical Corporation.³ Hoyt commuted from Marion to New York City in an amphibian plane with a Wright Cyclone engine and luxurious cabin accommodations.⁴ The seaplane hangar is extant at 131 Allen's Point Road (ca. 1915, Shepard-Clark Boathouse, MRN.71).

When Richard and Katherine Hoyt were divorced in 1931, he conveyed the subject property to her. In 1946 the property was conveyed to her daughter, Virginia Hoyt Peirson (1915-1958). She was married in 1937 to Charles Lawrence Peirson, who was with the Boston investment firm Russell, Berg & Company. Virginia and Charles Peirson had five daughters, including Patricia Peirson (b.1938) who was married to Dennis DeBruyn of Boston. The property was purchased in 1975 by the firm of Brant, DeBruyn and Co. It is not known when the building was converted to a residence, but a land plan made for Virginia Hoyt Peirson in 1974 notes the building as a dwelling. The subject property was purchased by the current owners in 1995.

Title Research

Date	Book-Page (Certificate)	Grantor	Grantee	Referenced Plan Book-Page
06-19-2009	37378-250	Alan L. Minard & Nancy Johnson	Alan L. Minard & Nancy Johnson	
03-28-1995	13495-197	Brant, DeBruyn & Co.	Alan L. Minard & Nancy Johnson	37-776
08-11-1975	4091-38	Virginia Hoyt Peirson	Brant, DeBruyn & Co.	4040-513
11-12-1946	1941-458	Estate of Katharine Stone Hoyt	Virginia Hoyt Peirson	
02-16-1931	1609 -59	Richard F. Hoyt	Katharine Stone Hoyt	2-226
10-26-1922	1422-500	Elizabeth F. Clark	Richard F. Hoyt	
01-23-1911	1079-133	Ada E.M. Thomas et al.	Elizabeth F. Clark	
Probate		Estate of George C. Thomas	Ada E.M. Thomas et al.	
09-30-1908	1009-287	Otis Atherton Shepard	George C. Thomas	2-226
10-05-1903	879-96	Elizabeth R. Delano	Otis Atherton Shepard	2-226
12-15-1902	857-435	Stephen C.L. & Charles H.L. Delano	Elizabeth R. Delano	

¹ 123 Allen's Point Road (ca.1903, Shepard-Clark Stable, MRN.68); 125 Allen's Point Road (ca.1903, Shepard-Clark House / Fair Oaks, MRN.67); 131 Allen's Point Road (ca.1915, Shepard-Clark Boathouse, MRN.71); 131 Allen's Point Road (ca.1915, Shepard-Clark Garage, MRN.70); 151 Allen's Point Road (ca.1903, Elmer F. Smith House, MRN.72); 456 Point Road (ca.1898, F.C. Bowditch House, MRN.54); 8 West Drive (ca.1900, Charles W. Leatherbee House, MRN.175); 14 West Drive (ca. 1900, A.W. Bliss House, MRN.176); 24 West Drive (ca. 1900 Charles W. Butterfield House, MRN.177); 28 West Drive (ca. 1900, Charles W. Leonard House, MRN.178).

² 125 Allen's Point Road (ca.1910, Edward M. Clark Garden Landscape, MRN.904)

³ Richard F. Hoyt, *New York Daily News*, New York, NY March 8, 1935.

⁴ "Making a Blended Family Home by the Sea," *Wall Street Journal*, New York, NY April 9, 2021.

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 Edward Gordon (1998) / Lynn Smiledge (2023)

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

This house is recommended as a contributing element to a potential National Register Historic District which would include properties on Allen’s Point, a small area situated on a peninsula between Blankenship’s Cove on the east and Sippican Harbor on the west. This area is home to a collection of high-style seasonal residences in the Shingle Style, Tudor Revival, and Colonial Revival styles constructed in the early 20th century. The area includes the Coolidge & Carlson- designed 125 Allen’s Point Road (ca.1903, MRN.67) with a garden designed by noted landscape architect Arthur Shurcliff, and its ancillary buildings now at 123 Allen’s Point Road (ca.1902, MRN.68) and 131 Allen’s Point Road (ca.1904, MRN.71). The house at 151 Allen’s Point Road (ca.1903, MRN.72) has also been attributed to Coolidge & Carlson.

The Allen’s Point Area is recommended as eligible for listing as a National Register District at the local, and possibly the state, level under Criterion C for Architecture for its nearly intact collection of distinctive dwellings. The majority of the resources here retain substantial integrity of location, setting, materials, workmanship, design, feeling, and association.