

# Massachusetts Cultural Resource Information System

## Scanned Record Cover Page

<b>Inventory No:</b>	MRN.X
<b>Historic Name:</b>	Whiting - Hood Estate
<b>Common Name:</b>	Cedarpoint
<b>City/Town:</b>	Marion
<b>Village/Neighborhood:</b>	East Marion;
<b>Local No:</b>	
<b>Year Constructed:</b>	
<b>Use(s):</b>	Residential District;
<b>Significance:</b>	Architecture; Landscape Architecture; Recreation;
<b>Designation(s):</b>	
<b>Building Materials:</b>	
<b>Demolished</b>	No



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Commonwealth of Massachusetts  
Massachusetts Historical Commission  
220 Morrissey Boulevard, Boston, Massachusetts 02125  
[www.sec.state.ma.us/mhc](http://www.sec.state.ma.us/mhc)

This file was accessed on: Thursday, March 27, 2025 at 2:20 PM

# FORM A - AREA

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

006	MARION	MRN.X	MRN.388-391
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## Photograph



**Town/City:** Marion

**Place** (*neighborhood or village*): East Marion

**Name of Area:** Whiting – Hood Estate, Cedarpoint

**Present Use:** residential

**Construction Dates or Period:** ca. 1903 – 1920

**Overall Condition:** Good

**Major Intrusions and Alterations:** multiple layers of alteration

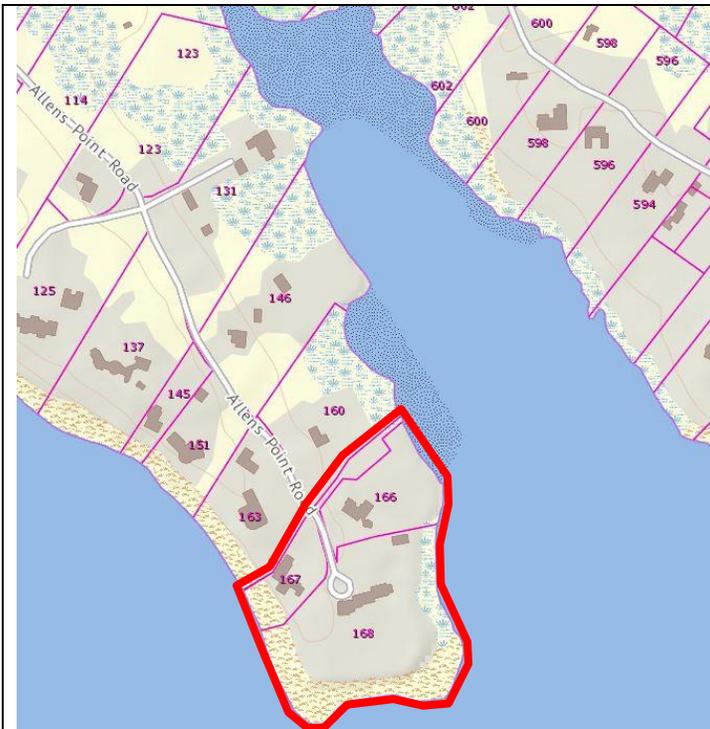
**Acreage:** approximately 5 acres

**Recorded by:** John D. Clemson

**Organization:** Sippican Historical Society

**Date** (*month/year*): July, 2019

## Locus Map



RECEIVED  
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MASS. HIST. COMM.

*see continuation sheet*

# INVENTORY FORM A CONTINUATION SHEET

MARION

WHITING – HOOD ESTATE

MASSACHUSETTS HISTORICAL COMMISSION

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Recommended for listing in the National Register of Historic Places.  
*If checked, you must attach a completed National Register Criteria Statement form.*

## ARCHITECTURAL DESCRIPTION

The Whiting – Hood Estate, Cedarpoint, consisting of three properties and four buildings, occupies approximately five acres at the southern tip of Allen's Point and is surrounded on three sides by Sippican Harbor. A cove that forms the east coast of the point is known as Blankenship's Cove. Elsewhere on the point, further north, other buildings are documented on MRN.C Allen's Point and MRN.M West Drive. The subject three properties were originally developed as part of a larger eight-acre summer resort estate by William S. Whiting in 1903. A main cottage, the **Whiting-Hood Cottage**, currently **168 Allen's Point Road (1903)**, was the first building constructed. This building is a surviving section of the original house, which was reduced by approximately a third of its mass in ca. 1950. A small detached **outbuilding**, currently part of 168 Allen's Point Road, could have been constructed at any time during the 20<sup>th</sup> century but likely, based on appearance, during its second half. The **Whiting Carriage House, 166 Allen's Point Road (1903)** appears to have been part of the original build during Whiting's period of ownership and has recently been comprehensively remodeled. A third building, built as a bath house and converted to a dwelling known as "**The Shack, 167 Allen's Point Road (1903-1920)**", may have been constructed during the period of either Whiting's or Hood's ownership but, based on appearance, early in the history of the estate.

**The Whiting-Hood Cottage**, based on a comparison of period and current photographs, as well as its original footprint from the 1903 L J Richards & Co county survey reproduced with this form, has been considerably altered more than once. According to Pigford's *Front & Center*, the house was expanded after purchase by the Hoods in 1920. According to an oral history recorded for the SHS in 2013 the original cottage was reduced roughly by a third or half in 1950 and underwent a comprehensive renovation in 2010. It remains, however, a legible example of the Spanish Colonial Revival architectural style. This style is generally associated with the architect Addison Mizner (1872-1933), but examples dating to as early as the 1890s are numerous in both high style residential suburbs and resorts on both coasts. Although less numerous in New England, many examples have been observed in suburban and coastal resort areas surrounding Boston and other larger northeast cities.

In its current manifestation this still-large two-story building is massed in a complex arrangement of three asymmetrical, low-pitched, hip-roofed sections. The low, rambling appearance of the house is consistent with its style. The central five-bay section houses the main entrance in the right-most bay. An equally tall wing set back from the plane of the main façade extends to the right (west), by appearance housing a single large room on each level. An altered three-bay wing projects forward of the main façade on the left (east); the main body and left wing are bridged by a lower, narrower, stepped-back hyphen. On the other end of the building to the right is what remains of the original west wing, here single-story with a flat roof placed forward of the taller section of the right wing. The view of the water- (south) facing elevation reproduced below makes the evolution of the house, discussed in greater detail in the narrative, somewhat more comprehensible. This view shows a higher central section that was evidently the east wing pictured in figures 4 and 5 and 9. The bay at its left end may be a remnant of the original central pavilion. The current west wing (left in the image from the water), is what remains of the original symmetrical wing, mirroring what survives on the east (right) side in the image (viewed from the water).

The house retains finishes that relate to the Spanish Colonial Revival style; most importantly and characteristically in the terra cotta tile roof with deep, open soffits supported by decorative rafter tails; the house is parged entirely in smooth stucco. The main and side entrances (to its far left in the main body) retain bracketed, shed-roofed door hoods which may be a survival of original building fabric. Another characteristic but more-recent feature that may be intended to maintain the feeling of the original house are the three full-arched garage bays that fill the lower level of the left wing.

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Window openings, occupied by newer 9-over-1 sash, are generally arranged in a symmetrical, regular pattern across the façade, with several paired or tripart windows. The casings appear to retain back-band moldings.



*168 Allen's Point Road from the northern tip of Planting Island showing the south or water-facing elevation and the outbuilding on the right; part of the Carriage House is visible in the background.*

A small **outbuilding**, a hip-roofed block, is located just north of 168 Allen's Point Road. Although it lacks the picturesque deep soffits, this building generally matches the main house in terms of massing and finishes. It includes a door and vehicle bay on the south elevation and small windows regularly deployed on the other elevations. Historic images suggest it provided storage for boats or vehicles.



*Outbuilding, 168 Allen's Point Road.*

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“The Shack” also has a tile roof, smooth stucco, and fenestration pattern and sash that match the main house (below and figures 7 and 8). This building is lower, mostly single story under a gabled roof, and massed in an L with the base of the ell projecting east toward the frontage, but also rambles in a complex manner. The stem of the L is parallel to the frontage, and the main recessed entry, enclosed within a full arch, is located near the intersection of the two wings. To its left, roughly centered on the elevation, is a broad projecting bay sheltered by a continuation of the roof. A second arch is located in the left corner of the projecting wing formed by the base of the ell closest to the frontage. Sections of the building are expanded into a second story; the stem of the ell by a flat-roofed pavilion and the base of the L by a broad shed-roofed dormer with an entirely flat roof. A two-bay garage wing extends from the tip of the L toward the frontage. The segmental arches of the individual garage bays help it blend with the arches found elsewhere in the building. This effect is enhanced by ocular windows near the end of each wing facing into the court. Despite its additive appearance, the interplay of several projecting gabled and flat-roofed elements, combined with arches, give the building a harmonious and well-balanced composition.

Undated period photographs reproduced below as figures 7 and 8 suggest the original appearance of the building, which, based upon the character of surviving finishes, was likely constructed early in the history of the estate shortly after 1903. According to Pigford, it may originally have served as a bathhouse but was later converted to domestic use by Donald Hood’s family after 1920 (see narrative). Although its massing has generally been preserved some articulations and several porches appear to have been lost. According to the 2013 oral history this is likely due to hurricane damage in 1938, 1944 and 1954, among others, rather than unsympathetic alterations. Also according to the 2013 oral history this building was alternately nicknamed the “shack” and “kennel,” because it was used as accommodation for the younger members of the family. The building is said to include a large living/dining room area, with a hand-painted map of Buzzard’s Bay which is still in place over the fireplace.



167 Allen’s Point Road.

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**The Whiting Carriage House**, currently undergoing a comprehensive renovation and adaptation to residential use, appears to retain in-kind finishes and trim. This tall, rectangular building with knee-wall framing, low-pitched hip roof, and multiple hipped wall and roof dormers, generally resembles the main house. Here the deep overhang is supported by open, curved brackets that may be a conjectural addition. The carriage way and cargo door, accommodated by a broad wall dormer centered on the façade, have been replaced by domestic openings. The entry, centered in a symmetrical façade, is sheltered by a new, open, hipped entry porch. A shallow, hipped wing has been added to the left (north) elevation, and a large, octagonal pavilion with a gabled rear ell to the right. The hip of the left wing wraps around the rear of the building to form an open porch. According to the 2013 oral history this building has also undergone multiple alterations wrought by hurricane damage. It apparently originally had a boat house wing that was lost in 1938. Earlier views of the building can be seen in figures 10, 12, and 13



166 Allen's Point Road.



## HISTORICAL NARRATIVE

The late-19<sup>th</sup> century ownership history of Allen's Point is outlined in an undated newspaper clipping in the collections of the Sippican Historical Society.<sup>1</sup> According to this account large sections of Allen's Point were acquired by George Delano in ca. 1875 for \$3,300. Delano (1821-1890), a native of Rochester and a son of James and Dorothy (Wing), had a varied early career as a clerk, ship builder, and wool merchant before assuming control of the New Bedford oil refinery of his brother-in-law Charles H. Leonard in 1855 (d. 1868). The Walker atlas of 1879 indicates a proposed road around the perimeter of the point, but that plan does not seem to have been executed. His son James Delano (1846-1901) went to sea as a merchant sailor and until assuming control of his father's oil refinery operated as a wool merchant in Boston. In 1875 he married Elizabeth Rede of Marion, Ohio (born ca. 1854), a daughter of James S. Rede of that city. After James Delano's premature death his widow, Elizabeth R Delano, acquired control of a parcel at the tip of the point after the property was divided between other heirs. Mrs Delano and a local agent, John M Allen, worked with a "Mr Shepard," a Marion summer resident, to subdivide the land into eight parcels, each reaching shore to shore. Allen would sell the four south lots, and Shepard and four unnamed men of his "syndicate" took the four north lots. The account of her sale of sections of the property suggested it was worth between \$70,000 and \$80,000 by that time.<sup>2</sup>

In 1903 a 7-acre section at the tip of the point was acquired by Mary C. Whiting, the wife of William S. Whiting of Brookline, from Elizabeth R. Delano. The property was conveyed for nominal consideration and included the following covenants:

<sup>1</sup> "Marion Real Estate," clipping ca. 1900, Sippican Historical Society collections 2006.003.59.1 (accessed 7/12/2019).

<sup>2</sup> SHS 2006.003.59.1.

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...in full force during the term of twenty years from January 1, 1903...Only dwelling houses each to be occupied as a private residence by one family with the out-buildings usually appurtenant thereto, including a private stable if desired, should be built or placed on said lot...Each of said dwelling houses shall cost not less than five thousand dollars, exclusive of the land...each stable shall cost not less than fifteen hundred dollars exclusive of the land, and shall not be built or placed nearer than seventy-five feet to said private way...No building of any kind shall be built or placed on said lot within fifty feet of the northerly or southerly lines thereof, except that boat houses and bath houses, and pump houses and well houses...may be built nearer to said line...No sewage shall be allowed to drain from said lot into the sea, and each dwelling house built or placed on said lot shall be provided with a cess-pool...Neither said lot nor any part thereof shall be used for any purpose which shall render the other lots shown on said plan unsuitable for summer residences.<sup>3</sup>

The 1903 Richards atlas shows the subdivision of the property into strips across the point, and a building footprint labelled "W.S. Whiting," is located at the tip, suggesting a seasonal cottage was almost immediately constructed by the grantee. Although only portions of the building are visible in historic post card images, it appears that the aesthetic of the complex was established by the Whitings. Portions of that cottage likely survive on the site today, as does the illustrated outbuilding. Another 1903 plan provides more details of the topography and division. See as figures 1-4.

William Sawin Whiting (1856-1908) was the president of the John L. Whiting & Son Co. a major manufacturer of paint brushes located on Harrison Avenue in Boston, which had been founded by his father, John L. Whiting, in 1864. "[William S. Whiting] was a man of strong personality and had a warm sympathy with various reform and philanthropic movements. His parents were early identified with the anti-slavery, temperance and woman suffrage causes and the son inherited their spirit...[he] was a member of the Society of Colonial Wars, Sons of the American Revolution, Algonquin, Exchange and Country clubs [The Country Club, Brookline], and a life member of the Charitable Mechanics' Association."<sup>4</sup> He married Mary C. Allen of Fitchburg in 1884 and the family wintered at 92 Buckminster Rd, Brookline with three children, his father-in-law, and a household staff of six.<sup>5</sup> In 1920 Mary Allen Whiting (formerly known as Mary Charlotte Whiting) sold "lot 1 and a portion of lot 2," containing approximately 8 acres, to Myra Tucker Hood.

Elmira Spink Tucker Hood (1868-1943), known as Myra, was the wife of Frederick C. Hood (1866-1942) of Brookline.<sup>6</sup> Hood was a son of George H. Hood, founder of the Boston Rubber Company, "...the most important firm in the country for manufacturing footwear...in 1892 contributed to the formation of the powerful United States Rubber Company." In 1896, with his brother Arthur Needham Hood (1869-1950), he founded the Hood Rubber Company, located in Watertown. By December of 1896 the company was producing 3,000 pairs of shoes a day made by 225 employees. By 1899 production had increased to 20,000 pairs per day, and by 1916 employed 4,500 workers. By 1911 the company had branched into the manufacture of automobile tires. "During the First World War the firm underwent rapid expansion and in the early twenties produced between 65,000 and 75,000 pairs of boots and shoes and approximately 1,600 tires daily. In this period the workforce grew from 6,000 to almost 9,000 workers, including both men and women." The company was acquired by B.F. Goodrich in 1929, but the Hood brand of automobile tires continued to be widely advertised for several decades afterward. Other research completed as part of this project suggests Frederick C. Hood played a pivotal role in the establishment, design and construction of the Kittansett Club and its golf course (see MNR.XX).<sup>7</sup> Another source indicates that F C Hood's partnership with his brother Arthur eventually soured, and they

<sup>3</sup> PCRD 857:483 (1903).

<sup>4</sup> *Boston Daily Globe*, Apr. 10, 1908, p. 5, obituary, 1880, 1900 Federal Census, Ancestry: vital records, marriages. See also *Boston Daily Globe*, Jun. 6, 1892, p. 11, obituary, John L. Whiting (1821-1892): "...has for years been the largest brush manufacturer in the United States."

<sup>5</sup> 1900 Federal Census.

<sup>6</sup> PCRD 1363:74-76 (1920).

<sup>7</sup> Facts regarding Boston Rubber and Hood Rubber, as well as quotations, come from: Pau Medrano-Bigas, *The Forgotten Years of Bibendum; Michelin's American Period in Milltown: Design, Illustration and Advertising by Pioneer Tire Companies (1900-1930)*

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barely spoke while working together and were later estranged. F C was apparently estranged from his brother Richard as well.<sup>8</sup>

During the ownership of the tip of the point by members of the Hood family some changes were made to the property. Pigford notes that they added onto the main house, and as illustrated in an early aerial view (figure 4) that house was a sprawling volume. The house had symmetrical wings attached to a main three-story pavilion by hyphens; it also seems to have extended further to the east. Undated period photographs reproduced below show the water-facing elevation (figure 5), screened by open and glazed porches, and entry pavilion, consisting of a three-story central entrance bay with a decorative Spanish Baroque parapet (figure 6). The carriage house at 166 Allen's Point Road, likely part of the original build, is currently undergoing what appears to be a generally sympathetic renovation as to its massing, but the long-standing stucco walls seem to have been changed for shingle. According to Frederick Hood, 167 Allen's Point Road was originally constructed as a bath- and guesthouse, was converted for use by his parents and siblings. His father, only son of Frederick C. Hood, was Donald Tucker Hood (1893-1970) and his mother was Alva (Brown). Its original appearance is unknown, but period views show that it too was a Spanish Colonial design, much surviving today. See figures 7 and 8. Landscape features at the estate, such as the "Blue Garden," a pond, tennis courts, a boat house, and a garden, are also described and can be seen in the aerial view. Hood describes these landscape features, including land improvement projects undertaken by his grandfather and namesake which added boulders to the seawall at the time of the point, the filling in of the pond, and land reclamation north of the carriage house, where a garden was planted (now under separate ownership).<sup>9</sup>

During the middle decades of the 20<sup>th</sup> century, more substantial changes were made here. Although the main house at 168 Allen's Point Road remains legible as an example of Spanish Colonial architecture, a close comparison of period and current photographs suggests the house underwent profound change through the removal of wings and other features during the middle of the 20<sup>th</sup> century and recent decades (see description). According to Frederick Hood's testimony in 2013 the east half of the house was almost completely removed in 1950, work in progress shown in figure 9. Figure 10, undated, shows profound changes to the house and grounds following hurricanes in 1938, 1944, and a 1950s partial demolition, with considerable loss of trees and other vegetation on the point.

The original parcel of about eight acres was apparently further reduced during the Hood family's period of ownership, and the remaining three properties combined now occupy approximately five acres. The Hood family first sold "The Shack," in 1964, the Carriage House, which had by then been converted to residential use, in 1980, and the Cottage in 1988. According to the 2013 oral history the main house had been in control of the Butler family between the early 1970s and 2010; it was acquired by its current owners in 2010 from the Andiamo Nominee Trust.<sup>10</sup>

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Doctoral Dissertation; University of Barcelona [English translation, 2018]. See also Elizabeth Hood Pigford, *Front & Center: Frederick Clark Hood & The Hood Rubber Co. and Boston Daily Globe*, Dec. 25, 1942, obituary.

<sup>8</sup> Elizabeth Hood Pigford, *Front & Center: Frederick Clark Hood & The Hood Rubber Co.*, pp. 11, 27, 18-19.

<sup>9</sup> Oral history of Frederick Hood recorded by the SHS in 2013. He also relates that a sitting room located in the west wing was nicknamed the "Collyer Room" by members of the family for its use as a catch-all for clutter and storage, a reference to well-known eponymous brothers Homer and Langley Collyer, who perished under piles of hoarded debris in their New York City brownstone in 1947. Numerous accounts were published in the *New York Times* in the wake of the discovery of Homer Collyer's body in March of 1947. See Mar. 22, 1947, p. 1; Mar. 23, 1947, p. 1; Mar. 24, 1947, p. 44; Mar. 25, 1947, p. 27; Mar. 26, 1947, p. 27 and C24; Apr. 9, 1947, p. 1, "Body of Collyer is Found Near Where Brother Died: Body of Collyer is Found in Home."

<sup>10</sup> PCRD: 3106:111 (1964), 48827:483 (1980), 8529:267 (1988).

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**BIBLIOGRAPHY and/or REFERENCES**1855 H.F. Walling, *Map of the Town of Marion, Plymouth County, Massachusetts*1879 Geo H Walker & Co, *Atlas of Plymouth County Massachusetts.*1903 L. J. Richards & Co, *New Topographic Atlas of Surveys of Plymouth County ... Massachusetts*

1908, 1921, 1933 Sanborn Insurance Atlases.

Edward W. Gordon, MRN.M, 1998.

Elizabeth Hood Pigford, *Front & Center: Frederick Clark Hood & The Hood Rubber Co.* Privately printed, 2008.Judith Westlund Rosbe, *Marion* (Arcadia, 2000).

Sippican Historical Society Collections.

SHS Oral History, Fred and Nonnie Hood, ORCTV 7/13/2015

**DATA SHEET**

MHC #	Assess #		Address	Historic Name	Form	Style	Date
MRN.388	006-35B	166	Allen's Point Rd	Whiting Carriage House	Hip block		1903
MRN.389	006-35A	167	Allen's Point Rd	"The Shack"	Gable block with L	Spanish Colonial	early 20 <sup>th</sup> c
MRN.390	006-35	168	Allen's Point Rd	Whiting-Hood Cottage	Complex hip block	Spanish Colonial	1903
MRN.391	006-35	168	Allen's Point Rd	outbuilding	Hip block	N/A	early 20 <sup>th</sup> c

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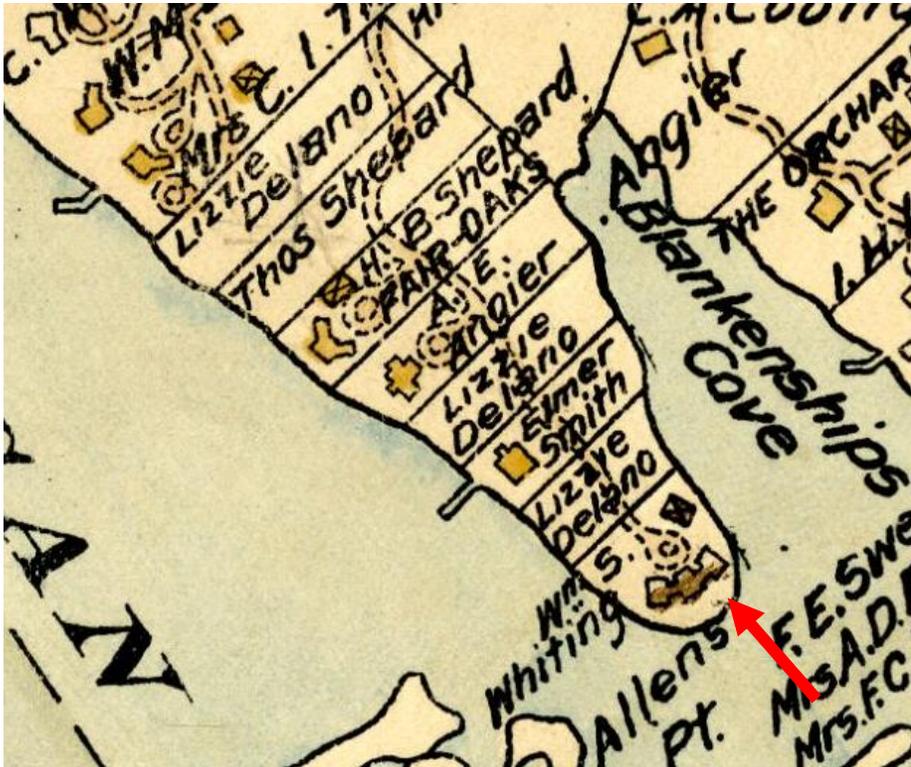


Figure 1. 1903 L J Richards & Co. county survey showing the original footprint of the Whiting cottage composed of a symmetrical central pavilion with hyphened wings indicated by red arrow.

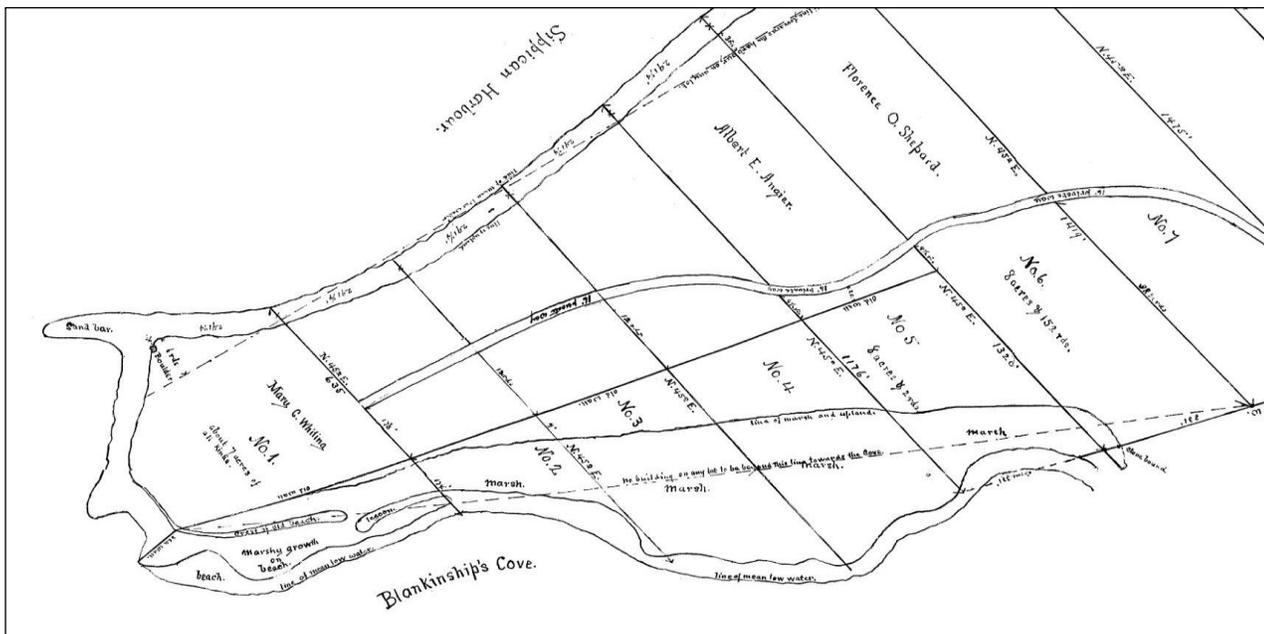


Figure 2. Detail of PCRD 2:106 (1903) showing lots at the tip of Allen's Point owned by Mary C. Whiting. In 1920 Myra Tucker Hood acquired lot No. 1 and part of lot No. 2 from Whiting totaling approximately 8 acres.

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Figure 3: SHS post card views of the Whiting Estate: 2008.001.117, 118 (no # for last).



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Figure 4. SHS Oral History, Fred and Nonnie Hood, ORCTV 7/13/2015. Screen capture showing the original configuration of the estate with the main house (center), carriage house (right), garden behind (upper right), tennis court (lower right), gardens flanking the lawn. Facing north.



Figure 5. SHS. This image appears to be the water-facing elevation. The symmetrical shape of the building, with balanced end pavilions connected to a larger central core by hyphens, but finished in a similar Spanish Colonial Revival manner, suggests the extant building is a fraction of the original depicted on the 1903 map.

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Figure 6. Entrance court, land-facing elevation. This image shows considerable changes to the current building. The Baroque parapet is barely visible through the trees. This component of the original design has been completely removed. SHS collection.

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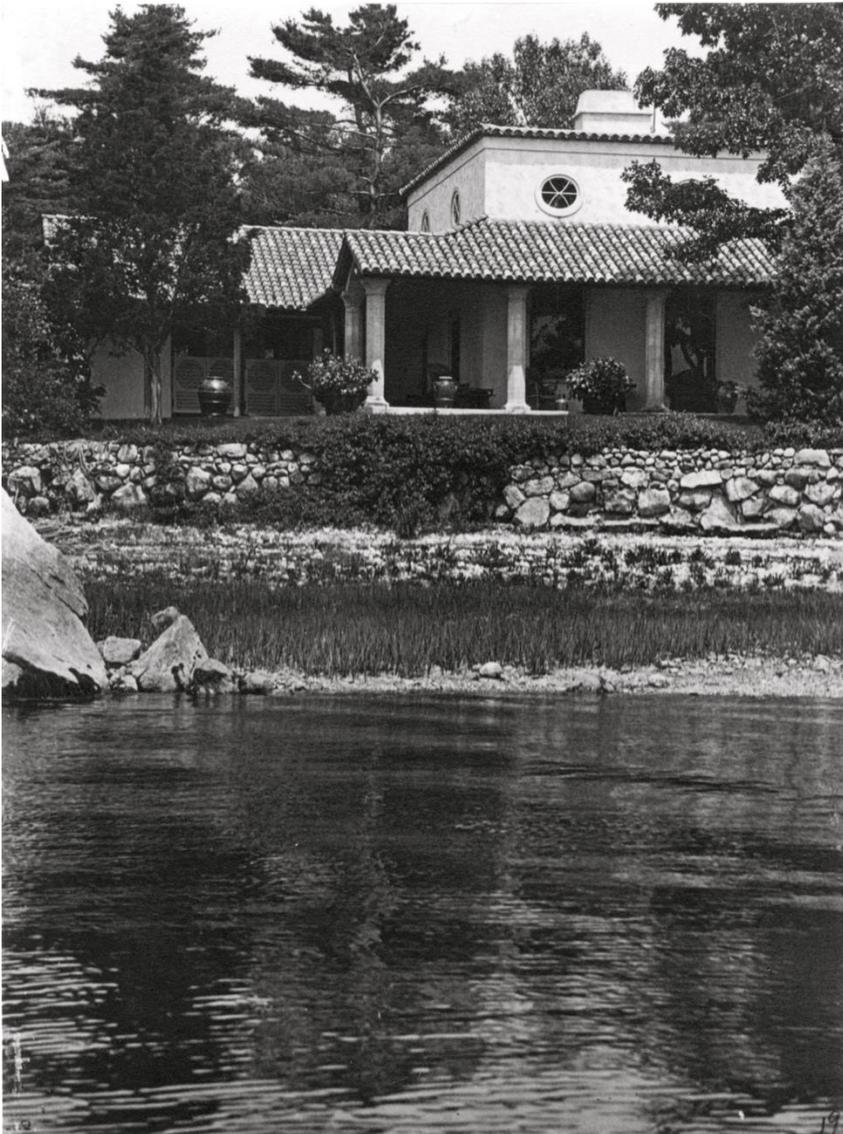


Figure 7. SHS. This appears to be a view from the water of “the Shack,” demonstrating the degree of original building fabric that survives.

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Figure 8. SHS. Probably a view of “the Shack” from the street prior to the garage addition. Note the open pavilion on the far left.



Figure 9. SHS Oral History, Fred and Nonnie Hood, ORCTV 7/13/2015. Screen capture showing the demolitions of the east wing. Current photographs suggest the current main entrance was moved to the bay just left of the main entrance pictured here, that the right (east) wing was greatly reduced, but that the left (west) hyphen and wing largely survive.

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Figure 10. SHS 0000.001.002, undated aerial view of the point evidently post-1950 as the main house has obviously been reduced. The absence of trees suggests hurricane damage. Facing west.

# INVENTORY FORM A CONTINUATION SHEET

MARION

WHITING – HOOD ESTATE

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

MRN. X	MRN.388- 391
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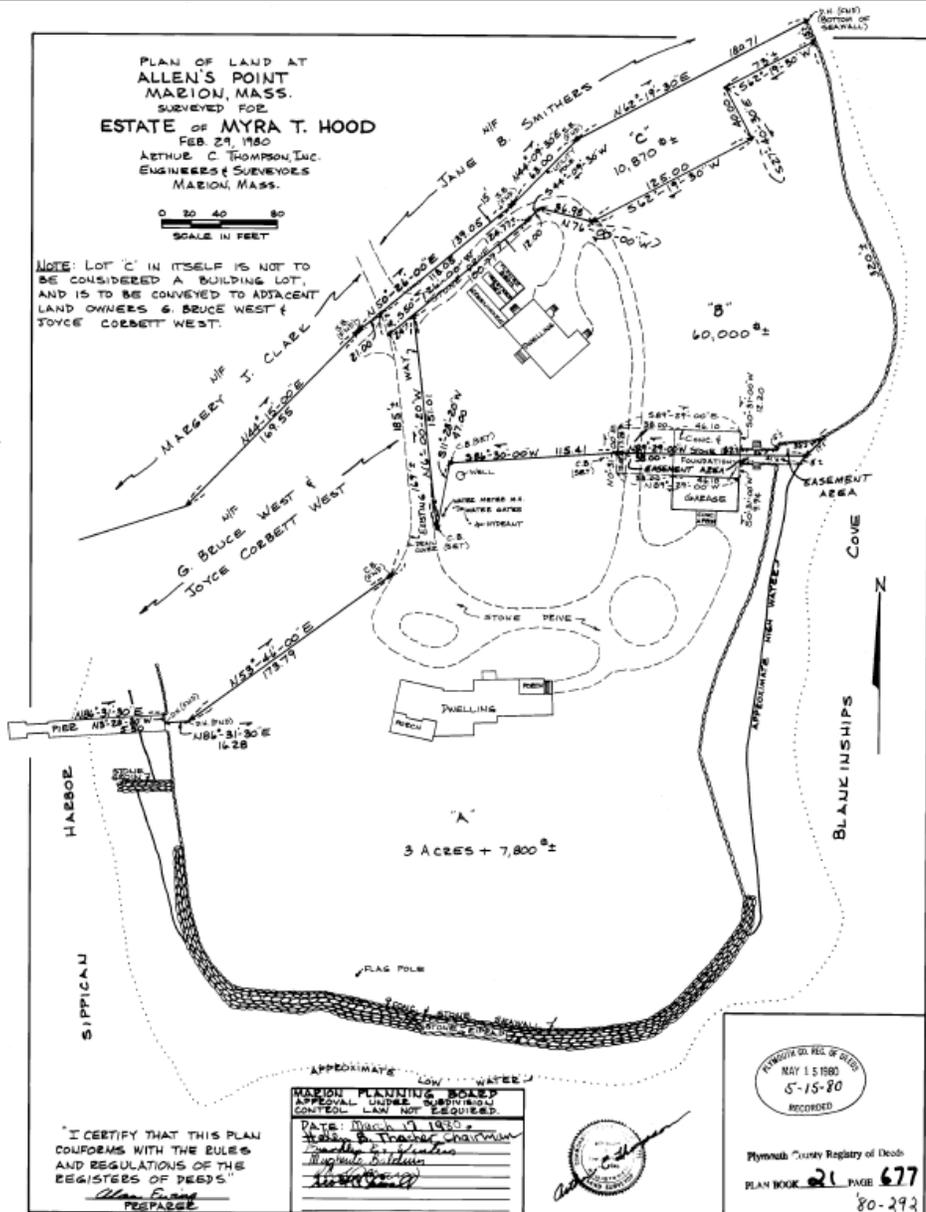


Figure 11: The subdivision of the parcel in 1964 and 1980, showing the Shack lot at the upper left, the carriage house at the upper right, and the main house and garage at the center. PCRD 21:677, 1980

**INVENTORY FORM A CONTINUATION SHEET**

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Figure 12: SHS 2010.023.002, 1987 aerial view.



Figure 13: View of Carriage House prior to current remodeling, assessor's image.

**INVENTORY FORM A CONTINUATION SHEET**

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

Cedarpoint, the Whiting-Hood Estate, is a well-preserved area associated with Marion’s rise in popularity as a summer resort at the turn of the 20<sup>th</sup> century. Marion was one of many quiescent New England port towns that were transformed after their atmosphere, cool, quiet, and quaint, was discovered by vacationing Americans. Railroads eased the journey and hotels provided lodging, and by the 1870s, outsiders were renting and buying property, often building ample cottages, and planning longer stays. Of particular interest for Marion, prosperous businessmen and their families were joined by literary figures, artists, and actors, and President and Mrs. Grover Cleveland. The largely undeveloped sections of the town on Great Neck became one of the most impressive summer-house neighborhoods, with large Shingle and Classical Revival dwellings at the end of long driveways and overlooking the sea; this is one of the largest of these estates. Also built here were yacht, tennis, and golf clubs and other meeting places for this community. Most of the resources here retain substantial integrity of location, setting, materials, workmanship, design, feeling, and association. The district would likely meet criteria A and C at the local level, with areas of significance in architecture, entertainment/recreation, and social history.